The Bombay Gazette.

No 9,881—New Series. BOMBAY :—THURSDAY, JULY 22, 1880.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	,, 25	Half-yearly	,, 31
Quarterly	,, 13	Quarterly	,, 16
Monthly	,, 5	Monthly	,, 6

To Subscribers—Up country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	,, 29	Half-yearly	,, 36
Quarterly	,, 16	Quarterly	,, 20
Monthly	,, 6	Monthly	,, 7

These Up country Rates include Postage Rates.

Single Copy ..... As. 4.

Price for back numbers varies according to lapse of time between As. 8 and Re. 1.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	,, 2 8
Third do.	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

A line, but no Advertisement counted as less than eight lines. All Advertisements are charged according to the space occupied. Nonpareil or smallest type, 12 lines of which go to the inch.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ ,, ,,
Third and succeeding ..... 2½ ,, ,,
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matter as Small Sales, Business Cards, Situations, Wants1 or Servant Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Re. 1-0
Each succeeding line ..... ,, 0-8

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash*.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free to India*, Rs. 12. Postage to England, Rs. 6-8.

Price per Copy ..... As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED)

WILL DESPATCH STEAMERS AS FOLLOWS :—

FOR COAST AND CALCUTTA.

S. S. CULNA, 2,027 Tons, on THURSDAY, 22nd July, 1880, at 3 P. M., calling at Carwar Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Coconada, Visagapatam, Bimlipatam, Gopalpore, False Point, in the foregoing or any order weather permitting.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

FOR KURRACHEE AND PERSIAN GULF.

THE S. S. UMBALLA, 840 Tons, on TUESDAY, 27th July, at 4 p.m., calling at Kurrachee, Muscat, Linjeh, Abbas, Lingah, Bushire, Fao and Bussrah, in the foregoing or any order.

FOR KURRACHEE DIRECT.

S. S. CALCUTTA, 863 Tons, on SATURDAY, 24th July, 1880, at 10 a.m.

FOR ADEN, ZANZIBAR, MOZAMBIQUE, INHAMBANE, QUILLIMANE, DELAGOA BAY, HODEIDAH AND JEDDAH.

THE S. S. SOCOTRA, 1,947 Tons, on MONDAY, 26th July. Cargo and passengers for Hodeidah and Jeddah will be sent by this steamer.

N B.—EXPORTS.—To save shippers the trouble of clearing and shipping, shipments not exceeding five tons will be received, and bills of lading granted in exchange at the Offices of the undersigned.

Railway receipts for packages from up-country should be forwarded to the undersigned, who will undertake clearance and shipment.

IMPORTS.—The undersigned undertake the landing, clearing and delivery in Bombay or forwarding by Rail or Steamer packages by the Company's Steamers. Bills of Lading and particulars of contents and value should accompany forwarding instructions.

MACKINNON, MACKENZIE & Co.,
Elphinstone Circle, Bombay, 21st July 1880. Agents.

STEAM COMMUNICATION WITH ITALY, VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.
THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st of each Month.

PASSENGERS' RATES FROM BOMBAY.
[Inclusive of all Transit Fees through the Suez Canal.]

	1st Class.	2nd Class.	3rd Class.	
Aden	Rs. 320	Rs. 190	Rs. 60	
Suez	360	229	80	
Port Said	380	240	90	
Messina	500	340	140	Including Wine
Naples	500	340	140	
Leghorn	500	340	140	
Genoa	540	360	140	
Marseilles	520	350	145	Without food.

Children under 3 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY:—

MANILLA, to sail on SUNDAY, 1st August, 1880.

INDIA, to sail on WEDNESDAY, 1st September, 1880.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

First and Second Class through Railway Tickets, from GENOA and NAPLES to LONDON, are now issued here at rates which can be learnt from the undersigned.

Cargo for Barcelona and Odessa can now be booked at through rates.

For Hand-books of information, rates of freight, &c., apply to

F. BOZZONI,
Agent, Rubattino S. N. Company,
No. 2, Hummum Street.

Bombay, 1st July 1880.

HALL LINE OF STEAMERS.

FORTNIGHTLY BETWEEN
BOMBAY AND LIVERPOOL.
VIA MALTA.

THE following sailings have been arranged :—

	Tons.	H.P.	Captain.	
SPEKE HALL	2700	400	W. Brand,	31st July.
BRANKSOME HALL	2700	300	,,	6th Aug.
CITY OF BALTIMORE	2300	300	J. Verril ..	21st Aug.
TRENTHAM HALL	2100	300	Jas Shaw ..	6th Sept.
RYDALE HALL	2700	400	Lloyd ..	To follow.

These fast steamers have been specially built and adapted in every way for the Bombay trade.

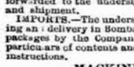
Each Steamer carries a SURGEON and STEWARDESS.

For further particulars and any further particulars apply to

EDWARD BATES & Co. } Agents.
W. & A. GRAHAM & Co. }

Bombay, 5th June 1880.

ANCHOR LINE
OF
TRANSATLANTIC, PENINSULAR, MEDITERRANEAN AND INDIAN STEAMSHIPS.



INDIAN SERVICE BETWEEN BOMBAY, LIVERPOOL AND MEDITERRANEAN.

	Commanders.	Tons.	H. P.	Nominal.
S. S. HISPANIA	James Lees ..	3930	400	about 14th Aug.
S. S. MACEDONIA	A. C. McFee ..	2472	486	,, 28th Aug.
S. S. SIDONIAN	.....	1235	263	To follow.
S. S. ITALIA	Thos. S. Knox.	2245	224	,, ,,
S. S. INDIA	..... Geo A. Read.	2239	500	,, ,,
S. S. BRITANNIA	..R. Hutchison.	3060	402	,, ,,
S. S. OLYMPIA	.....John Craig...	2930	424	,, ,,

These Steamers have been specially fitted for the Indian Trade, and have accommodation for a large number of Saloon Passengers.

Each steamer carries a SURGEON and STEWARDESS.

Fare through to		
New York	Rs	600
,, Liverpool	,,	500
,, Marseilles and Genoa	,,	450
,, Naples	,,	400

For plans, handbooks of information, and for any further information apply to

W. & A. GRAHAM & Co., Agents.

Graham's Buildings, Bombay.

N.B.—The New York passages are booked in connection with the Company's Atlantic Mail, Service either from Greenock or from London.

There are weekly sailings from either place.

THE BOMBAY GAZETTE PRESS,
RAMPART ROW, BOMBAY.

NEWSPAPER, BOOK, JOB, AND FANCY PRINTING
OF EVERY DESCRIPTION EXECUTED IN THE BEST STYLE.

BOOK BINDING IN ALL ITS BRANCHES.

MACHINE RULING, PAGING AND PERFORATING.

PRINTING IN COLORS AND GOLD.

COPPER-PLATE PRINTING AND ENGRAVING.

LITHOGRAPHING AND DESIGNING.

Estimates forwarded on application to the Manager.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

STEAM TO SOUTHAMPTON, BRINDISI, VENICE, MARSEILLES, ADEN, SUEZ, MALTA AND GIBRALTAR.

THE following or other Steamers will be despatched as above :—

Vessels.	Tons.	H.P.	Captains.	1880.
(a) KHEDIVE	3860	600	P. S. Tomlin	24th July.
VENETIA	2726	450	J. Orman	31st do.
(a) DECCAN	3439	550	W. B. Andrews.	7th Aug.
SUMATRA	2488	450	R. F. Briscoe	14th do.
(b) LOMBARDY	3723	450	G. W. Hector	21st do.
TANJORE	2263	450	G. Scrivener	28th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked [a] proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

Vessels.	Tons.	H.P.	Captains.	1880.
KHIVA	2609	450	T. Alderton	30th July.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

Vessels.	Tons.	H.P.	Captains.	1880.
BANGALORE	2342	450	H. Wyatt	30th July.

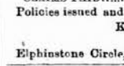
A Launch leaves the Company's Dock Head, Mazagon, at 3 p. m, on the day of sailing.

F. D. PARKER,
Superintendent, P. & O. S. N. Company.

Bombay, 5th July 1880.

P. & O. S. N. COMPANY.

MELBOURNE EXHIBITION.



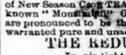
SPECIAL FIRST CLASS RETURN TICKETS, available for SIX MONTHS, will be issued to passengers visiting the Exhibition by the steamer of the 4th June and subsequent fortnightly steamers, at the REDUCED FARE of RUPEES SIX HUNDRED.

F. D. PARKER,
Superintendent, P. & O. S. N. Company.

Bombay, 24th March 1880.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO TRIESTE VIA ADEN, JEDDA, SUEZ, AND PORT SAID.



THE Co.'s S. S. MEMFI, Captain B. Gelcich, will be despatched as above on the 31st July, 1880.

Rates of Passage-money (exclusive of Wine and Spirits, which can be had on board a moderate prices) as under :—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 400	Rs. 280	Rs. 140 0
To Cyprus (via Port Said)	375	295	143 0
To Port Said	320	255	131 0
To Suez	300	240	122 0
To Aden	170	130	66 8

No Cargo will be received on board after sunset on the day previous to sailing.

INSURANCES effected by the General Insurance Company (Limited), Marine Branch.

For further particulars, Freight, Passage, apply to

G. MARINITSCH,
Acting Agent.

Sassoon House, 7, Elphinstone Circle, Bombay, July 21, 1880.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per S. S. HISPANIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

QUEEN INSURANCE COMPANY.
CAPITAL, £2,000,000.

REDUCED RATES.
FIRE—LIFE—ANNUITIES.

ANNUAL INCOME	£552,906
FUNDS IN HAND	£926,044
CLAIMS PAID	£2,740,587

Policies issued and claims paid by

KILLICK, NIXON & Co.,
Agents for Western India.

Elphinstone Circle, Bombay.

COL. HAWES' MONSIMBUL ESTATE TEA AGENCY.

THE FIRST AND ONLY EMPORIUM OF THE KIND IN INDIA.

INDIAN TEA SUPPLIERS TO THE ARMY AND NAVY.

M. H. MAJU & Co. have received on the 14th instant, at their Emporium, a large Consignment of New Season Cess TEA of 1880 from the celebrated and well known "Monsimbul" Garden in Kangra Valley. These Teas are pronounced to be the best in India, of excellent flavour, warranted pure and unadulterated.

THE REDUCTION OF PRICES.

In air-tight tin boxes of 1, 2, and 4 lbs.

Extra Fine Orange Pekoe, Re. 1-12 per lb.; Orange Pekoe, Re. 1-8; Extra Fine Pekoe, Re. 1-8; Combination, Re. 1-8; Pekoe Souchong, Extra Fine, Re. 1-8; Souchong, Extra Fine, Re. 1-4.

Above 15 lbs. 2 annas less per lb. Wholesale in tin-lined half chests of 50 lbs. three annas less per lb.

Imperial Family Mixture, Re. 1 per lb.; Congou, As. 14 per lb.; Bohea, As. 12 per lb.

CAUTION.—To detect fraud by Servants, Masters are requested to destroy the boxes. None are genuine without our two Stamps on two sides.

SOLE AGENTS FOR INDIA,

M. H. MAJU & CO.
(M. H. Maju, late partner Morton & Co),
Elphinstone Circle, No. 4, Messrs. Bolton & Co.'s old premises.

SALES BY AUCTION.

SORABJEE COWASJEE AND COMPANY
AUCTIONEERS.

WEEKLY AUCTION SALE.

TO-MORROW, FRIDAY, the 23rd instant, sale to commence at 1 p. m., Messrs. SORABJEE COWASJEE and Co. will hold their usual auction sale at their rooms.

A remainder collection of fancy glassware, in various ornaments and curiosities.

1 Case Florimul, Ess of Vaniolla, and genuine a ginger.
1 ,, Soap.
The property of a gentleman.
One silver mount perfected flute, by R. S. Pratten.
One large screen about 40 feet.
One mathematical instrument box.
One prismatic compass, 1 medicine chest, &c., &c.
By order of Dhunjee Shapoorjee Butteewala, one P. lley of Rs. 5,000 of G. M. Traill, Esq.
By order of Bai Dhunbai and on account and risk of Punjabee Gurdharcelal Vithaldass Caniwala.
3 Gold Embroidered table cover.
2 Pair ,, ,, Cushion covers.
3 ,, ,, Sleepers.
2 Gold ,, ,, Striped cloth.
1 ,, ,, Cup

SORABJEE COWASJEE & Co.

Bombay, 22nd July 1880.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE OF SWEEPINGS, ETC., AT WARI BUNDER.

On MONDAY, the 26th instant, at 2 p. m., Messrs. BENNETT and Co are instructed to sell at the above-mentioned place, a quantity of sweepings, &c.

On SATURDAY, the 24th instant, Messrs. BENNETT and Co. will sell by Public Auction at their rooms, the property of a gentleman proceeding up-country, consisting of glass, crockery and plate ware, household furniture comprising chairs, tables, cupboards, screens, teapoys, &c. &c.

On THURSDAY, the 29th instant, at 1 p. m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at Victoria Cross Lane, Byculla, the valuable and handsome French polished and richly carved household furniture, best plated rich crockery and glassware, rich China jars, first-rate pictures, &c., the property of a Parsee gentleman.

Full particulars will be given hereafter.

BENNETT & Co.

Bombay, 22nd July, 1880.

NEW ADVERTISEMENTS.

NOW READY.

A PERMANENT SETTLEMENT
FOR THE
DEKKHAN.
BY
W. WEDDERBURN, Bom. C. S.

Price Eight Annas.

May be had at this Office and at different Booksellers.

GENUINE
GAYETTY'S MEDICATED PAPER,

both as a personal requisite and a preventive of a very distressing hæmorrhoidal malady, is incomparably the best article produced for the purpose.

Packets containing 500 Sheets each Cash, Re. 1-8; Credit, Re. 1-12.

Of the Agents,
TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

NEW ADVERTISEMENTS.

ADVERTISE AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased from the *GREAT INDIAN PENINSULA RAILWAY COMPANY* and the *BOMBAY, BARODA AND CENTRAL INDIA RAILWAY COMPANY*, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native Languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every one in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, Native Merchants, Traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcements at Railway Stations an infallible means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, placards exhibited at the different stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the public.

Advertisers can select the stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of this new means now offered of making announcements known to the public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press. Estimates on application.

RATES.

Boards not exceeding 2 feet long and 2 feet broad, Rs. 2 per month. For every additional square foot annas 8.

Thus a firm exhibiting a board, say 4 feet square, will have the advantage of having his business Advertisement read by thousands of passengers on one station platform for the trifling monthly expenditure of Rs. 2. Parties advertising on six stations or more will be allowed a discount of ten per cent; on twelve stations or more twenty-five per cent.

The boards to be delivered at the "Bombay Gazette" Office, whence they will be sent by the Lessee to the various stations selected by the Advertiser. In the event of the contract terminating, the boards will be brought back to Bombay at the expense and risk of the Advertiser.

Special arrangements for long periods.

For further particulars apply to THE MANAGER, "Bombay Gazette" Office, Rampart Row Fort.

G. I. P. R.

Bombay, Boree Bunder	Bhadli	Chindwara	Lanowlee*
Musjid ,,	Bhosawul Junction*¶	Satari	Karli
Byculla	Sewda	Shapura	Kurkulla
Chinchpogly	Nandeobarah	Mirgan (for Malkapur Books)	Tulligaum
Parel Station	Raver	Warrengaum	Chinchwud
Dadur	Khanapur	Nargaum	Kirkee
Sion	Burhanpur	Khanderee	Poonat ¶
Coorla	Chandnee	Mukaspoor	Loonee
Ghat-Cooper	Mandwa	Biawa Bridge	Coroclee
Bhandoop	Dongergaum	Nandoora	Yeoal
Tannahi	Bagmar	Julum ¶	Kheirgaum
Deewa	Khundwa*¶‡	Sheagaum*	Patus
Callian Junction*‡	Jawar	Parsia	Dhond§
Titwalla	Beorh	Dapki	Horshoil
Khadawali	Sirgeji	Akola	Decksal and Bhogwan
Wasind	Harsii	Borgaum	Karirus
Shapoor	Kirkeam	Kalipurna	Poomulwaree
Atgaum	Bheringee	Moortizapoor	Saigaon
Palsee	Hurda*	Mohona	Jehwor
Kusarah*	Timoornes	Koorun	Keim
Egutpoorah*	Pagdhal	Bidhaira*‡	Barsee Road*
Gonoe	Seemee	Malker	Marheh
Baligaum	Dharam Khundi	Chandoor	Unger
Deolapar	Dasaria	Damergaum	Mohol
Siding	Etarsee for Hoshangabad	Poolgaon	Packney
Nassick Road‡	Rampur	Dygaum	Sholapoor*¶
Kheirwadee	Bagra	Wardah ¶¶	Hoodgon
Niphar	Semri	Powsar	Kurrubgaum
Lasulgaum	Sohagpore*¶¶	Sindee	Doodnoh
Munmar	Paparia (for Pachmari)	Boree	Goodoor
Nandgaum*	Bakheri	Kapri	Goolburga
Naidongree	Babai	Nagpoor	Shahabad*¶¶
Chalisgaum	Gadawara	Hulia Gate	Wadi
Kujgaum	Narsi	Gudlapoor	Nulwar
Gaina	Bohanee	Wangi	Yelagherry
Pachora	Kurell (for Saugor)	Chinchowli	Sydapore Road
Myjee	Nursingpore	Kurjut*‡	Kistna
Musawud	Kuruk Bail	Padsdari	Chickaigee
Siowlee		Khandalla	Raichore*¶¶
Julgaum			

B. B. & C. I. R.

Colaba	Wangaum	Unclesur	Palli
Church Gate Street	Damoo Road	Broach*	Borchavi
Marine Lines	Goolwood	Chumargaum	Neriad
Charney Road	Wewjee	Pallej	Mehmoodabad
Grant Road	Surejan	Mangaum	Barajeea
Mahaluxmee	Bhoolar	Kurwan	Ahmedabad*¶
Parell	Damaun Road	Mundala	Suburmuttee
Dadur	Oodwara	Dubhoe	Ambli Road
Mahim	Pardee	Chandode	Sanund
Bandora	Pulsar	Dabhoi	Charolee
Andaree	Dengee	Bhadurpore	Jackwan
Goregaum	Beeleemora	Mola	Veerumgaum
Borivlee (Dysur)	Umulsar	Baroda*	Jhond
Bhyndar	Nowsaree	Baliwa	Patree
Bassein Road	Murolee	Wassud	Kharraghora
Versur	Surat¶	Nowiey	Sabli Road
Sopalla	Amrolee	Anand	Lillapore Road
Paighur	Sion	Bhaluj	Luctor
Boisur	Keem	Oomrit	Wadwan
	Palonee	Dakor	
		Thasra	

* Refreshment. ‡ Junction for Lines.
¶ 15 minutes for early tea. ¶¶ 20 minutes for Breakfast.
§ Junction for Amrsott State Railway.
¶¶¶ 40 minutes for Breakfast.

RICH IN NITROGEN AND PHOSPHATES.

MELLIN'S FOOD
FOR
INFANTS AND INVALIDS.
A SOLUBLE EXTRACT OF CEREALS.
NON-FARINACEOUS.

WHEN dissolved in Cow's Milk and water it constitutes a PERFECT FOOD, capable of sustaining life and developing robust constitution.

Cash.
Small Bottles ....Re. 1-0
Large Bottles ....Re. 1-12

Fresh consignments at short intervals are imported,
DIRECT FROM THE MANUFACTURER,
BY
TREACHER & CO., Limited,
BOMBAY, BYCULLA AND POONA.

COPPER-PLATE PRINTING,
ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Also,

WOODCUTS of every description engraved at shortest notice and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

OLD GLENLIVET.

THIS WHISKY is a blend from some of the most noted Distilleries in Scotland, and is guaranteed to consist of PURE MALT SPIRIT only. It is thoroughly matured, very mellow, and entirely free from any smoky or objectionable flavour.

As large holders of the different kinds from which the Blend is made, we are in a position to allow the various Distillings to become thoroughly amalgamated before being bottled, an advantage which consumers of the article will readily appreciate.

TREACHER & Co. feel that it would be an insult to the intelligence of their Constituents to *put forward* Chemical Analysis and Medical Reports regarding this "Fine Old Spirit," as, however, gratifying these may be in themselves, they are obviously useless as affording a guarantee, that the Spirit offered, is the same as that commented upon.

TREACHER & Co. consider that the proper test of excellence of any article, consists in the demand for it, and judged by that standard, the fact, that, the sale of their "Fine Old Glenlivet" has increased more than tenfold during the past three years, and continues monthly to increase, may be accepted as conclusive proof of its character and value.

Samples sent on application.

Per 1 dozen case ..... Cash Rs. 22-8.

SPECIAL QUOTATIONS TO MESSES, CLUBS, CO-OPERATIVE SOCIETIES AND OTHERS FOR QUARTER CASES, HOGSHEADS, AND PUNCHEONS, WHICH ARE ALWAYS KEPT IN STOCK AT THE COMPANY'S WINE CELLARS, BYCULLA.

TREACHER & COMPANY, Ld.,
WINE MERCHANTS,
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COMMERCIAL INTELLIGENCE

WEDNESDAY EVENING, JULY 21.

A DECLINE of ¼ is reported in Consols in yesterday's telegrams. French Rentes were unaltered at Frs. 120¼. Indian Government Securities have further advanced ¼, being quoted at 81½ and 87½ respectively.

In the London General Produce markets yesterday Coffee was unchanged at 91s. per cwt. for Mid.-Plantation and 61s. 6d. per cwt. for Good Ordinary Native. The Wheat market was quiet, but prices were steady.

The Metal market at home is firm, and prices for Copper are higher. Wallaroo Tiles have advanced to £73 10s. and Braziers to £71 per ton. Hard Spelter is also dearer, being now quoted at £13 per ton.

The market for Piece Goods in Manchester yesterday was firm: the only alteration in prices, according to Reuter, was an advance of ¼d. per lb. in 40s Mule Twist and ¼d. per piece in Jacconets. Cotton in Liverpool also closed firm; the day's sales were 8,000 bales, of which 700 bales were Surats. Spot prices were unchanged, but arrivals were somewhat easier. The New York telegrams of yesterday report a decline of 1-16 cent per lb. in Mid. Uplands, which is now quoted at 11 13-16 cents per lb., and Futures for October delivery at 10·63 cents per lb.

The Liverpool Wool Sales commenced yesterday, when 19,000 bales were offered, but there was little enquiry at 5 per cent. decline.

The Receipts of Cotton at the U. S. ports to date are as follows, viz.:—

	1880.	1879.	1878.
Tuesday's Receipts	2,000	500	600
Previously this week	4,000	900	1,300
Total since 1st Sept	4,854,600	4,422,300	4,232,400

BAR SILVER in London yesterday showed an advance of ¼d. per oz. on the previous day's quotation, the rate now being 52¾d. per oz.

STERLING EXCHANGE, owing to the reported advance in Silver at home, opened strong this morning at 1-32d. per rupee advance and has remained very firm throughout the day. There has, however, been very little doing, as more than usual interest is felt respecting the result of the Government sale of Council Bills in London today; the allotment will probably be made at about 1s. 8 5-16d. per rupee. But should any news respecting the future action of Government with regard to their drawings be published before the sale, it is possible that the allotment will be made at a higher rate. The market in Calcutta keeps firm at 1s. 8 5-16d. per rupee for Telegraphic Transfers. Our closing rates are:—

Bank Bills, on demand	... 1s. 8¼d.	per Re.
" Telegraphic.....	1s. 8 7-32d.	"
" 2 months' sight.	1s. 8⅛d.	"
Credits "	... 1s. 8⅛d.	"
Documents 2 "	... 1s. 8 17-32d.	"
Fr ces 3 "	... 2·16¼	"

On Calcutta rates are unchanged at 1-16th premium for demand drafts and ¼ per cent. discount for 60 days' sight bills.

GOVERNMENT PAPER continues in good enquiry with a decidedly stronger feeling in the market and buyers of Fours at Rs. 96 5-16 and Fours-and-a-half at Rs. 104¾. Port Trust Bonds are quoted at Rs. 94 and Municipal five per cent. Loan at Rs. 103½.

At the usual weekly meeting of the Directors of the Bank of Bombay this afternoon, no change was made in the Bank's rates of interest and discount.

SHARES.—There has been a quieter feeling in the market to-day, but there are few changes excepting in mill shares. Among these Dhurumsey's have declined to Rs. 390, Morarjee to Rs. 1 150, Oriental to Rs. 630, and Sholapore to Rs. 1,025 per share.

FREIGHTS are nominally unchanged at 27s. 6d. per ton and 25s. per ton for Measurement and Wheat to Liverpool via Canal; 40s. per ton (freight paid here at par) for Trieste and Venice, and 35s. per ton for Marseilles and Genoa. There is, however, very little doing at these rates.

COTTON.—There has been nothing doing here to-day for export. Accounts from the Berars respecting the growing Crops are far from favourable, especially at Sheagaum, where rain is so badly wanted that it is feared that unless there is a downfall in the course of the next few days, they cannot recover from the injury they have already sustained. Our quotations are the same as yesterday:—

Good Oomrawuttee.....	Rs. 205	per candy.
F. G. F. "	" 205	"
Good Dholleral	" 205	"
G. F. "	" 194	"
G. F. Compta	" 193	"

LINSEED and RAPESEED continue in demand at Rs. 7 and Rs. 6·2 per cwt. respectively.

In WHEAT moderate transactions are reported in White at Rs. 32 and Red at Rs. 25 to Rs. 27 per candy according to quality.

IMPORTS.—Notwithstanding the reported firmness in Metals at home, our markets for Copper and Yellow Metal have not responded, but remain at Rs. 44½ and Rs. 37 per cwt. to arrive and 8 annas per cwt. more on the spot. Yarns and Goods are steady but quiet. Of Kerosine Oil about 10,000 cases have been sold by auction at Rs. 3-10 to Rs. 3-12 per case.

BOMBAY BILL AND STOCK LIST.

BANKS.

Names.	Shares.	Amount	Paid up.	Last Dividend.	Cash Rates.
INDIAN BANKS.		Rs.	Rs		Rs.
Bank of Bombay	25,000	500	50	4 per ct	732½
Bank of Bengal	40,000	500	all	8 do	756
Bank of Madras	15,000	500	all	8 do	640
EXCHANGE BANKS.		£	£		
Agra Bank	10,000	10	all	3 do	132
Chartd Bk. L & C.....	40,000	20	all	6 do	275
Chartd Mercantile	30,000	25	all	6 do	280
Hongkong & Shanghai Bank	40,000	25½	all	8 do	400
National Bank of India.	37,320	25	12½	5 do	105
Oriental Bank	60,000	25	all	5 do	290

SPINNING AND WEAVING COMPANIES.

Ahmedabad S. & W. Co.	600	1,000	1,000	90	990
Anglo-Indian S. and W. Co	30,000	100	100	2½	80
Alfred Manufacturing Co.	2,000	500	500	15	510
Alliance Spinning	600	2,500	all	65 p. a.	1,500
Bhowanuggur Mills	300	2,000	2,000	100	200
Bombay United.....	900	1,000	1,000	25	945
Central India S. W. & Co.....	2,500	500	500	30	700
Coorla Mills	800	1,000	1,000	20	700
D. Spinning	5,000	1,000	1,000	20	700
Empress S. and W. Co..	1,500	500	all	..	500
Golam BabaSpinning Co.	1,000	500	400	20	510
Hindustan	877	1,000	1,000	4	1,075
Hyderabad Spinning Co.	700	1,000	1,000	..	575
Jaffar Ali Spinning Co...	600	500	500	50	675
Jewraj Balloo.....	1,000	1,000	1,000	40 p. a.	940
Khandelah	750	1,000	1,000	30	935
Khatao Mackunjee	1,000	1,000	1,000	50	780
Madras	300	1,250	1,250	75	515
Madras United	350	1,000	1,000	70 p. a.	1,380
Monockjee Petit's.....	2,500	1,000	all	50	1,250
Managon Spinning Co..	2,000	500	500	35	155
Morarjee Goculdas	1,050	1,000	1,000	40	1,150
National Spinning	500	1,000	1,000	40	960
New Great Eastern	1,400	1,000	1,000	20 p. a.	1,040
Oriental	4,000	625	625	..	630
Prince of Wales Spinning Co	1,500	500	500	..	210
Sassoon S. & W. Co....	1,500	1,000	1,000	30	700
Sholapore Mills.....	500	1,000	1,000	30	1,025
Soonderdas	750	1,000	1,000	75	950
Victoria Mills.....	850	1,000	1,000	80½	650

MISCELLANEOUS.

Bombay Saw Mills	600	1,000	1,000	80	700
Bombay Ice Manufactory & Co., Limited ..	1,250	100	100	10p.ct.	130
Bombay Burmah Trading Corporation ...	1,000	2,500	1,500	225	2,110
Indian Guarantee Surety&ly Association	5,000	100	10	15 p.ct.	10
Kurrachee Landing and Shipping Co....	8,500	500	300	36	320
Mechanics' Buildings Co.....	4,000	50	5.	8 p.ct.	20
Oriental Govt. Security Life Assurance Co....	5,000	200	50	..	30
Oriental Loan Association	5,000	20	20	10 p.ct.	20
Prince of Wales Fire Insurance	2,500	1000	1,000	48	250
Thacker & Co	2,000	500	all	74	725
Thacker & Co	1,000	100	100	10	125

SHIPPING INTELLIGENCE.

THE ship Duncairn, 1,303 tons, Captain J. Chambers, will sail to-day for Moulmein, in ballast.

THE ship Oonoone, 1,437 tons, Captain C. M. Curry arrived in harbour yesterday from North Shields (29th April) with a cargo of coals.

THE ship Prince Lucien, 1,549 tons, Captain D. Cochran arrived in harbour yesterday from Cardiff (22nd April), with a cargo of coals.

ARRIVALS.

July.	Vessels.	Commanders.	From.
21	Oonoone	Curry	North Shields, Apr 29.
	Prince Lucien	Cochran	Cardiff, April 22.

The ship Duncairn, Chambers, to Moulmein, obtained her port clearence yesterday.

The steamer Bangalore, to Australia, was entered for loading yesterday.

CALCUTTA.

July. ARRIVALS.

16 Pleiades (s)..... Williams ..... Liverpool, June 12.
D of D vonshire(s). Waterman ... London, June 4.
17 Sirdhana (s)..... Ker ..... Bombay, June 26.
Leonidas ..... McLachlam ... Cape Town, June 8.

DEPARTURES.

July. 16.—Steamers Merkara, Japan, Inventor, Moray and Purulia.
June. 17.—Steamer Basheer.

PASSENGERS.

Per Pleiades—Mrs Sinclair, Mrs Martin and infant, Mr and Mrs Hart, Mr and Mrs Wood, Mr Thomson, Mr Baker and Mr Twaits.
Per Duke of Devonshire—Mr and Mrs. Ackland.
Per Leonidas—From Cape Town—Mr and Mrs J Hall and Twins.
Per Sirdhana—Mr J L Macpherson, Mr Nyas, Mr Welsh and 7 natives.
Per Basheer. For Chittagong—Moulvie Sobhan Hyder, Mr E Pughe. For Rangoon—Mrs Newman, For Moulmein—Mr R MacDonald

MADRAS.

July. ARRIVALS.

18 Agnes (s)..... London.
Whitesidder ..... London.
19 Merkara (s)..... London.

ADEN.

ARRIVALS.

June. 14 Emile Eloise, ss, Bonet, from Sea.
22 Houghton, Ship, Nacoda, from Chittagong.
26 Pichelutha, ss, Lightbody, from Cardiff.
30 Esploratore, It G boat, D Amazaga, from Assabbay.
30 Europa, It T Ship, Romano, from Brindisi.
July. 1 Alphe, ss, Minier, from Mauritius.
2 Godavery, ss, from Marseilles.
3 Dagmar, I G, ss, Ensor, from Perim,
4 Chyebassa, ss, Stevenson, from London.
4 Philomel, H M, Berners, from Jubul Joogur.
4 Rydal Hall, ss, Lloyd, from Bombay.
5 Legislator, ss, Burley, from Calcutta.
5 Indus, ss, Shallard, from Bombay.
6 Inchcolmiah, ss, Allen, from Tyne.
6 Rohilla, ss, Barratt, from London.
6 Goa, ss, Hay, from London.
6 President Troplong, ss, Locuitt, from Sea.
6 Java, ss, Macaulay, from Zanzibar.
6 Calabria, ss, Hyde, from Singapore.
7 Achilles, ss, Anderson, from Singapore.
7 Achilles, ss, Anderson, from Singapore.
7 Lovaine, ss, Macaulay, from Bombay.
8 Castello, ss, Anderson, from St Nazaire.
8 Celestial Empire, ship, Duncan from Cardiff.
9 Aurora, ss, Uratia, from Manilla.
9 Cyenne, ss, Penney, from Bombay.
9 Peshawar, ss, Rendleson, from Calcutta.
9 Benkoelen, D G Boat, Kooyer, from Rotterdam.
9 Indian Empire, Ship, Watson, from Cardiff.
9 Manilla, ss, Doder, from Genova.
10 Oxus, ss, Ropatel, from Mare-illes.
10 Boadicea, ss, Smith, from Kurrachee.
11 Abyssinia, s., Smith, from Bombay.
11 Britannia, ss, Hutchinson, from Bombay.
11 Singapore, ss, Marel, from Bombay.
12 Columbian, ss, Baldwin, from Jedda.
12 Teheran, ss, Stewart, from Bombay.
12 Benelough, Ship, Clark, from Cardiff.
12 Canara, ss, Hay, from Kurrachee.
13 Glen Eagle, ss, Macbain, from Foochow.
13 Ola , ss, Anderson, from Hamburg.
13 Hispania, ss, Laird, from Liverpool.
13 City of Khios, ss, Barnet, from Calcutta.
13 Magallaney, ss, Mayo, from Liverpool.
13 Airy, ss, Hall, from Basrio.
13 Colomba, ss, Liparelli, from Marseilles.
13 Roma, ss, Rolla, from Calcutta.

DEPARTURES.

3 Esploratore, It G Boat, D Amazaga, to Assabbay.
4 Chyebassa, ss, Stevenson, to Calcutta.
5 Inchcolmia, ss, Lightbody, to Galle P O.
5 Rydal Hall, ss, Lloyd, to Liverpool.
5 Legislator, ss, Burley, to Ma seilles.
5 Indus, ss, Shallard, to London,
6 Rohilla, ss, B ratt, to Bombay.
7 Europa, It. T Ship, Romano, to Australia.
7 Alphee, ss Minier, to Marseilles.
7 Inchmormien, ss, Allen, to Kurrachee.
7 Achilles, ss, Ander on, to London.
7 Lovaine, ss, Macaulay, to Amsterdam.
8 Calabria, ss, Hyde, to London.
8 Castello, ss, Andeson, to St. Nazaire.
9 A rer, ss Uratia, to Liverpool,
9 Cyenne, ss, Penney, to Marseilles.
9 Peshawar, ss, Rendleson, to London.
10 Manilla, ss, Doder, to Bomay.
10 Boadicea, ss, Smith, to London.
11 Godavery, ss, to Mauritius.
11 Dagmar, I G ss, Ensor, to Berberah.
11 Go Ray, to Kurrachee.
11 Benkoelen, D G Boat, Klopper, to Batavia.
11 Oxus, ss, Ropatel, to Shanghai.
11 Britannia, ss, Hutchinson, to Liverpool.
12 Java, ss, Macaulay, to Bombay.
12 Singapore, ss, Marello, to Genova.
12 Teheran, ss, Stewart, to Venice.
12 Glen Eagle, ss, Macbain, to London.
13 Colimbiar, ss, Baldwin, to Calcutta.
13 Olaf, ss, Anderson, to China.
13 Hispania, ss, Laird, to Bombay.
13 City of Khios, ss, Barnet, to London.
13 Magallaney, ss, Mayo, to Manilla.
13 Airy, ss, Hall, to Portsaid.
13 Roma, ss, Rolla, to Genova.

VESSELS IN HARBOUR.

Emile Eloise, ss, Bonet, from Sea.
Houghton, ship, Nacoda, from Chittazong.
Philomel, H M, Berners, from Jubul Joogur.
President Troplong, s , Locuitt, from Sea.
Celestial Empire, ship, Duncan, from Cardiff.
Indian Empire, Ship, Watson, from Cardiff.
Abys-inia, ss, Smidt, from Bombay.
Benelough, ship, Clark, from Cardiff.
Canara, ss, Hay, from Kurrachee.
Colombs, ss, Liparelli, from Marseilles.

DAILY IMPORTS.—JULY 21.

FROM LIVERPOOL.

Wistow Hall s—4 casks brass wire Shamrao Russord Rowjee.

FROM LONDON.

Rohilla s—15 cases gin Manuckjee Jamsetjee.
Cohanim s—10 cases matches E R Mody.
Manilla s—62 cases writing papers Byramjee Shapoorjee.

FROM SOUTHAMPTON.

Sumatra s—60 boxes bar silver [Rs 1,500], David Sassoon and Co.

FROM MARSEILLES.

Manilla s—50 barrels roll sulphur Mahamedally Lookmanjee.

DAILY EXPORTS.—JULY 21.

FOR LIVERPOOL.

Speke Hall s—124 cwts coir yarn Tobacco Mulljee, 25 bales rags Meerjee Dayall, 1,300 cwts wheat, Ralli Brothers, 40 bales wool John Jadowjee, 50 bales wool Rambeerdass Morarjee, 100 bales cotton Volkart Brothers, 10 bales rags Candass Dhuramdass, 225 cwts coir yarn Nagjee Govindjee.

FOR LONDON.

Khedive s—64 cwts gum and 5 cwts Mr of Pshelle Kisan Munjee 15½ cwts horns Vina Gungjee, 3 cwts Jeerbhoy Charlie Khan Mamed, 1 case moye teeth Currimbhoy Hussonbhoy, 20 cwts Mr of P shelle David Sassoon and Co.
Lammermoor s—97 cwts. mustard seed, Huru-tchund Luckomsee, 100 bales cotton 390 cwts rapeseed 84 cwts linseed and 1,518 cwts wheat Ritchie Steuart and Co, 7 bales hides Natha Essa.

FOR GENOA.

Manilla s—100 bales cotton Lang Moir and Co, 50 bales cotton Ralli Brothers.

FOR DUNKIRK.

Corostadt—9,000 cwts linseed Volkart Brothers.

FOR LEGHORN.

Manilla s—2,039 cwts linseed Ralli Brothers.

FOR MARSEILLES.

Manilla—971 cwts wheat Ralli Brothers.

FOR SUEZ.

Khedive s—250 cwts coffee David Sassoon and Co.

FOR CALCUTTA.

Culna s—165 bales cotton Ramgopal Foolchund, 44 bales cotton wallace and Co.

FOR FALMOUTH.

Cartvale —11,250 cwts linseed Ralli Brothers.

FOR HAVRE.

Speke Hall s—100 bales cotton L Singer and Co.

FOR HONGKONG.

China s—31 bales twist Abraham Ezra and Co.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.
BOMBAY, 20th July 1880.
Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m., and 10 p.m.

Barometer corrected 32 deg. Fah.	29·759
Temperature of the Air	82·0
Wet Bulb Thermometer	78·1
Dew Point	76.7
Relative humidity of Air	·842
Extent of cloudy sky (the whole sky cloudes=8)	6·6
Maximum temperature of air (read at 6 p.m.)	86·4
Minimum do. (read at 10 a.m.	78·0
General Direction of Wind	SW, WSW, W, WSW, WNW, WSW.
Movement of wind in 24 hours*	373.
Fall of Rain	0·03
Total fall during month	16·38
" year	37·89
Additional fall of rain up to 10 a.m. of 21th July.	0·35

*From midnight to midnight.

HIGH COURT.—JULY 22.

[Before the Hon. Sir CHARLES SARGENT.]

Suits for hearing and final disposal.

LONG CAUSES.

636-77—A F Turner—Rajoo Balloo vs Vishnu Ramchunder Ranaday—Muljee and B.
161-80—Tobin and R—Nursoo Syboo vs Ismail Hajee Abdool R—In person.
32-80—Smith and F—Neemchund Keshrichund vs Dayabhoy Tapidass and others—Shapurjee and T.
90-80—Muljee and B—Ahmedbhoy Jamalbhoy vs Currime Mahomed Jamal and others—Khunderao M.
311-79—Shapurjee and T—R P Nixon vs Motiram Damodher and others—Tyabjee and S.
137-80—In person—Bai Radhabai and another vs Chuttoorbhooj Singraj and others—Hore C and B.
178-80—In person—Jamsetjee Hormusjee Francis vs Kookibai—Tyabjee and S.

[Before the Hon. Mr. Justice WEST.]

For investigation under Section 403 of Act X of 1877.
In person—Ramchunder Autoba vs Narayen Autoba—M H—Khan.

Suits for hearing and final disposal.

LONG CAUSES.

634-79—J C Cama—Avabai vs Dinbai and another—Pestonjee K —Part heard.
673-79—In person [a pauper]—Rowjee Mankojee vs Gunput Tooker am and others—In person—Part heard.
75-79—Janardhan and H—Ramchundra Shamraj Keshar vs Vishnu Vasudeo Godbole.
67-80—Chalk and W—Keshow Gottajee vs Ramabai and others—In person.

[Before the Hon. Mr. Justice MARRIOTT.]

For investigation under Sec. 408 of Act X of 1877.
In person—Domodher Balcrishna vs Balcrishna Hurrichundjee.

Suits for hearing and final disposal.

LONG CAUSES.

581-79—Chalk and W—David Hayeem Dewaker vs Sarabai alia Bynabai and others—Hore, C and B and Khunderao M —Part heard.
675-79—Tyabjee and S—Kookibai vs Jamsetjee Hormusjee Francis—Khunderao M—Part heard.
459-79—Tobin and R—The London B and M. Bank vs Manockshund Toolsidass—Khunderao M.

MILITARY INTELLIGENCE.

ARRIVALS.—JULY 20.

Gibbs, Major, Staff Corps, from leave, from England.
Hayes, Lieut, R Marine L I, on duty, from England.
Paul, Lieut, R Marine L I, on duty, from England.
Ostreham, Major, Staff Corps, to join, from England.
Watts, Lieut Col, Staff Corps, on duty, from Aden.
Davidson, Lieut, 78th Highlanders, on leave, from Baroda.

DEPARTURES.—JULY 20.

Lane, Lieut, R A, from leave, to Jubbulpore.

JULY 21.

White, Lieut, 15th Bengal Cavalry, on duty, to Dehra Gazi Khan.
Powell, Lieut, 40th Bengal N I, on duty, to Cawnpore.
Williamson, Lieut, 36th Bengal N I on duty to Allahabad.
Taylor, Lieut, 38th Bengal N I, on duty, to Meerut.

THE BOMBAY VOLUNTEER RIFLE CORPS.

REGIMENTAL ORDERS

BY LIEUT. COL. COMMANDANT W. S. HEWETT.
Bombay, 21st July 1880.

1. The undermentioned Members having joined are taken on the strength of the Corps and posted to Companies as follows:—

No.	1169	Vol. A Caron,	to B Company.
"	1170	" H G Humans,	to do.
"	1171	" R T Ryan	to E do.

2. Corpl J Pole C Company reverts to Private at his own request and is attached to H Company, Poona, as a temporary measure only.
3. No 645 Christopher George is transferred from G to E Company at his own request.

By Order, F. STOKES,
Captain and Adjutant, Bombay V. R. C.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, July 17.)

FURLOUGH AND LEAVE.

The undermentioned officers are granted furlough out of India, with the necessary subsidary leave:—
Lieut-Col G C Roworth, S C, Commandant, 35th [The Mynpoorie] N I, [m c] for 1 year 182 days.
Capt J Corse-Scott, S C, Wing Commander, 37th [The Meerut] N I, [m c] for 1 year 182 days.
The following promotions are made, subject to Her Majesty's approval:—
Staff Corps—To be Major—Capt Elliot [Alexander Money, 16th July, 1880.
To be Captain—Lieut Edward Bruce, 10th July, 1880.
The name of the undermentioned officer is placed on the Indian Gradation List, as specified:—
Maj-Genl S H Becher, Bengal S C, is placed on the list of Lieutenant-Generals, in consequence of the retirement from the service of Lieutenant-General D R Powell, Bombay Infantry, on the 3rd May, 1880.
Brevet.—Subject to Her Majesty's approval—Major Francis Sawbridge Cherry, Madras Cavalry, to be Lieutenant-Colonel.
Captain [now Major] Charles Walter Babington, Bengal Infantry, to be Major from the 3rd May, 1880, in succession to Lieut-Genl B R Powell, Bombay Infantry, retired.

MILITARY DEPARTMENT.

Lieutenant-Colonel (Brevet-Colonel) William Harington Hawes, S C,—is permitted to retire from the service, with effect from the 10th July, 1880.
Capt C Young, Genl List, Infantry, Wing Officer, 5th Punjab Infantry, Punjab Frontier Force, to be a Sub-Assistant Commissary General.
The following officers of the Indian Veterinary Department are appointed Inspecting Veterinary Surgeons.

MESSRS. C. MARCKS and Co., of Bombay and Poona, have the pleasure of announcing that Mr. A. MENIST, Oculist's Optician, of Amsterdam and London, has APPOINTED them AGENTS for the sale of his CELEBRATED PEBBLE SPECTACLES and EYE-GLASSES, BINOCULARS, &c.

Mr. Menist makes his Frames of Gold and Silver only, which have been found to be the best metals for the purpose, his object being to obtain perfection as nearly as possible, without regard to cost. He does not use steel, for this metal rusts, and the joints become loose, altering the focus of the glasses, and so injuring the eyes; neither is there any economy in it, for in this climate it corrodes so quickly that it must be often renewed, while Gold or Silver are practically everlasting, and Aluminium cannot be used, for it leaves an indelible mark on the skin wherever it comes in contact with it.

Mr. Menist's Non-pressure Eye-glasses have a spring so made that it may be twisted in any direction without breaking, and they maintain their position when worn without any pressure, or leaving any mark when removed.

His 12 lens "Duchesse" are all Achromatic, and as powerful as Field Glasses.

His Field, Marine and Opera Glasses may be used for hours without causing the eyes to ache.

Mr. Menist has left instruments with Messrs. C. Marcks and Co. which enable them to test each eye separately, for it frequently happens that they differ more or less in power.

Messrs. C. MARCKS & Co., for the convenience of clients who may not wish to purchase Mr. Menist's glasses, have also in stock some of their own manufacture, of lower prices, in Gold, Silver, and Steel frames; and though the quality of the pebbles is admittedly not equal to those of Mr. Menist, yet it is very good, and much superior to most of what is sold as the "finest Brazilian Pebbles."

Pamphlets may be had on application.

GRAEFENBERG MARSHALL'S UTERINE

CATHOLICON,

Known and used for over Thirty Years by the most cultivated and refined among women. Physicians of great ability are now using this medicine in their practice for FEMALE WEAKNESS, and all complaints to which women are subject. It cures NERVOUSNESS, GENERAL DEBILITY, encourages the APPETITE, and assists nature in restoring the system to a perfectly healthy condition. Sold by all Dealers in Medicines,

GRAEFENBERG COMPANY, NEW YORK,
Agents in Bombay:
B. S. MADON & Co.
NOWROJEE BOMANJEE & Co.

TO CORRESPONDENTS.

"PADDY" asks:—Anent the Deceased Wife's Sister Marriage Bill, can you or any of your numerous readers say whether a marriage with a deceased wife's half sister would be legal in England and consequently in India?

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MARRIAGE.

LITTLE—WATSON—July 13th, at Allahabad, by the Rev. J. O. F. Wilcocks, Officiating Civil Chaplain, Charles Frederick Dorrett, second son of Mr. Robert Thomas Little, to Lillion, eldest daughter of the late Dr. Watson, Allahabad.

DEATH.

HURLEY—July 16th, at Chunar, suddenly, Mr. Charles Hurley, Pensioned Apothecary.

All MONEY ORDERS, CHEQUES and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

THURSDAY, JULY 22, 1880.

IT cannot be altogether a mere fortuitous coincidence that the papers to hand by the last mail should be filled with accounts of the admission of Mr. Bradlaugh into the House of Commons in spite of the protests of those who regarded his advent as an acquiescence in the principles of atheism; that in France the State has joined issue with the Church and expelled the Jesuits *vi et armis*, or, as Mr. Gladstone would perhaps express it, by "gentle manual pressure"; and that diplomatic relations between Belgium and the Vatican have been broken off in consequence of the almost irreconcilable differences between the pretensions of the Church and those of the State in respect to the educational system of the country. Our London correspondent is, we think, mistaken in regarding the Bradlaugh incident as dependent entirely or mainly on the question of precedent and of law. The opposition to the honourable member for Northampton taking his seat was passionate and real only in so far as it was a protest against the admission of avowed infidelity into the House of Commons; and the question of precedent and law was in truth started as a pretext—the only one available—to give effect to the desire of those who were anxious to exclude Mr. Bradlaugh, no matter how. The objection urged was purely technical, and as the result showed, was quite untenable. It would not have been taken at all had not the real objection to Mr. Bradlaugh been that he was not a believer in religion, or as one of the objectors naively putit, in any sort of divinity. But seeing that the opposition was so strong, and that the House of Commons by a large majority—composed of well nigh all the Conservatives, and large and influential sections of the variously composed Liberal party—had resolved to exclude Mr. Bradlaugh, how came it that in the space of a fortnight the resolution which the House had come to was virtually rescinded and the obnoxious atheist allowed to take his seat? It is idle to suppose the majority which had defeated Mr. Gladstone and the Government, who were in favour of Mr. Bradlaugh taking his seat in the first instance, had in the course of fifteen days become converted to those principles of abstract toleration which they had vehemently rejected so recently. The change that was wrought in the minds of honourable members was produced by manifestations of public opinion all over the country which could not be ignored or defied. And here is the peculiarity of the whole episode. Even twenty years ago public opinion would have approved the action of those who sought by any means to exclude atheism, avowed and unblushing, from the House of Commons. But now the religious sentiment, though strong, is, as has been well said, by no means the strongest which influences public opinion in the country. Mr. Bright cynically remarked that the working classes to a large extent attached as little value to the dogmas of Christianity as the upper classes did to its practice. Although the telling epigram is a spiteful exaggeration of the fact, it yet contains a great deal of truth, and deserves to be carefully considered in connection with this general movement in regard to the conventional religious beliefs which is disturbing the relations of Church and State throughout Europe. There can be no doubt that the ill-judged resistance to Mr. Bradlaugh's legal rights has had a very unfortunate effect in developing and intensifying the feeling of antagonism to the conventional mode of regarding religious questions to which we have alluded. Underlying the whole business is the old theological rancour which unhappily is not altogether confined to those who hold theological views. The rights of property and social questions generally are associated with this movement of opinion, and we can only trust that the conflict which seems to be in preparation may be tempered by the inherent political discretion which has so often saved our country from the shocks which have been witnessed on the Continent. Much will depend of course upon the action of the upper classes. But if they allow themselves to be guided in these matters by the Sir H. Wolffs of the party, much cannot be hoped for at their hands. With the mass of the people Mr. Bradlaugh himself is not at all popular. He is eloquent, capable, resolute; but outside his own immediate following he was little known until this unhappy affair made him famous. Certain of his tenets have placed a wide gulf between him and the sounder instincts of the British people. It is, however, a mere accident that the man of the hour is not personally a popular man. Another may spring up to-morrow who would be capable of turning to account the awakened strength of the working classes, who can now dispose, whenever they are inclined, of the national destinies at the polling booths. The feeling in the manufacturing cities of the North ran dangerously high during the contest between Mr. Bradlaugh and the House of Commons, and we are informed by dispassionate observers, who are accustomed to view things as they are, that had the division which permitted the member for Northampton to take the affirmation gone the other way, the excitement would have become dangerous to the general peace. And yet, as we have said, Mr. Bradlaugh is not personally popular with the working classes as a whole. The upheaval of the new *couche sociale* is taking place before our eyes, and it has carried the elected of Northampton into the House of Commons in spite of the banded resistance of the alarmed upper classes.

It is impossible, as we have said, to regard this Bradlaugh incident in England as an isolated affair. The expulsion of the Jesuits from France is in truth a manifestation of the secularistic democratic feeling, which has forced the obnoxious member for Northampton on the unwilling House of Commons. The Abbé Martin in an article in the current number of the *Nineteenth Century* says in so many words that the clergy do not associate with the Republicans simply "because the Republicans, as a rule, hold aloof from the Church and are generally at war with religion and Christianity." Whatever difference of opinion may exist as to the cause or merits of this antagonism, there are few, we think, who will deny the fact that such antagonism exists, and least of all would such a denial be made by the representatives of the party which has avenged their defeat on clause 7 of the Ferry Bill by the enforcement of the obsolete laws against unauthorised religious communities. In denying the liberty of teaching to the Jesuits and the other communities, the Republicans are acting in defiance of their principles. But they do not in the least feel concerned when twitted with the inconsistency. The dealing of a blow at "the enemy—"clericalism" is with them paramount to all other considerations. The educational system of France is, for the most part, in the hands of the State; but the rival establishments of the Jesuits in which the great revolution and all the principles which it let loose upon modern society were denounced and condemned as delusions and crimes, seemed in the eyes of the advanced Liberals to endanger the very foundations of the Republic. The fear of "clericalism" is not, in our opinion, well founded; but it is vain to deny that it is very real. It is the real source of the hostility to religion and Christianity of which the present action of the French Government is the expression. The pretensions of the clergy to a monopoly of truth, and their claim to interfere authoritatively in various matters which, in the view of laymen are wholly within the province of the State, have aroused a feeling of hostility to the ecclesiastical system, which is not likely to be appeased until matters are carried much further than the Freycinet Ministry itself appears to contemplate. The Abbé Martin himself says that that "Ministry has accepted the parts of Pontius Pilate; but in three months it will have ceased to exist in order to give way to still more violent men." But the Abbé Martin appears to have not the slightest idea of the real motives upon which these violent men will act, if they be really called in to carry further the crusade against the priests and religion. The question will assuredly suggest itself before long whether the ecclesiastical organisations throughout Europe have sufficiently taken to heart the great changes which have come upon society within the last hundred years, and whether they have been wise in obstinately refusing to devise a *modus vivendi* with a society so different from that which existed at any former period since Christianity spread over Europe. In Belgium the contest between the clericals and the liberals has hitherto been confined to the right of control in the schools. Since the clerical Government was overthrown sometime back the Liberal Government has been taking steps to limiting the interference of the bishops with the education of the young, and the disputes which were continually arising at last involved the Vatican in diplomatic differences with the Belgium Government. And now the Belgian chargé d'affaires has been withdrawn from the Vatican. The fact that even Catholic Belgium thus peremptorily manifests its displeasure with Rome for encouraging or permitting the bishops to press inadmissible claims upon the State, shows how all-pervading is the modern spirit which poor Pio Nono thought to exorcise with Encyclical and Syllabus, and Sir H. Drummond Wolff sought to keep from polluting the House of Commons in the person of an avowed atheist

THE name mentioned in the obituary telegram from London which we publish this morning is one which holds a prominent place in Indian history. But the late Lord Dalhousie personally had no connection with India, and was only distantly related to the great Marquis who so effectually made his mark as an Indian administrator during his tenure of the office of Governor General, from 1847 to 1856. The Marquisate and Barony of Dalhousie, of the United Kingdom, became extinct on his death, his Scottish honours of Earl of Dalhousie, and Lord Ramsay of Kerrington, and Baron Ramsay of Dalhousie, only devolving on his successor, who was a cousin. The late Lord was in truth a cousin of the Earl who followed the Marquis. He succeeded to the family honours in July 1874 and was created a peer of the United Kingdom in 1875 with the title of Lord Ramsay of Glenmark, County Forfar. He did not figure in the political world, but appears to have been content to lead a quiet life as an Admiral on the retired list. Lord Ramsay, his eldest son, who succeeds, has a seat in Parliament as Liberal member for Liverpool, having been returned at the last general election. He was for some years equerry to the Duke of Edinburgh, and is known as one of the best authorities of the day on naval questions.

THE Inspector General of Education in the Central Provinces has submitted his Report for 1879-80 to the Chief Commissioner. The statistics given show that the schools have far more than recovered the depression of 1878-79. At the close of the year 1878-79 the number of Government schools was 900, aided private schools 363, and unaided private schools 122. At the end of the year under review the number of Government schools was 944; aided private sch

LATEST INTELLIGENCE

BAR SILVER AND EXCHANGE.

LATEST LONDON QUOTATIONS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, JULY 21, 4-30 P.M.

At the weekly biddings for Council drafts upon India this afternoon tenders at 1s. 8¼d., received 59 per cent., all above that in full.

It is notified that the amount to be offered next week is 30 lakhs.

Bar Silver closed at 52⅛d. per ounce market firm.

Four per cent. Rupee paper, 81; Four-and-a-half ditto, 88.

THE DISPOSITION OF THE BRITISH FORCES.

FROM OUR SPECIAL CORRESPONDENT.)

KABUL, JULY 20.

General Macpherson is still encamped at Killa. Abdul Guffoor is in the Chardeh Valley, about seven miles, and General Charles Gough at Zimma, in Kohistan, about sixteen miles from Kabul. It is probable that the former Brigade will be withdrawn shortly, but General Charles Gough's Brigade will remain in Kohistan for the present.

LETTER OF THE CHIEFS TO ABDUL RAHMAN.

A few days ago there was a meeting of Musa Khan's party at Langar, in Maidan, at which Mahomed Jan, Mahomed Hassan Khan, Ghaous-ud-Din, Malik of Baraki Rajan; Asmatulla Khan, General Gholam Haidar, of Chardeh; Mullaj Mushki Alam and other opposition chiefs were present. Sirdar Alam Khan, formerly Governor of Ghazni, attended the meeting from Kabul. The aspect of affairs was discussed, and resulting in a letter being despatched on the 15th to Sirdar Abdul Rahman, signed by all the chiefs present, to the effect that if he desired to fight the British they were ready to join with large numbers of men, but that if he desired to make terms instead, they were willing to do so, and desired him to arrange matters for them. Meanwhile, according to his request, they would remain perfectly quiet.

The people of Hisarak have returned to their homes.

The Safis of Tajao are also quiet at present, and have all withdrawn from Kohistan. Everything is quiet in Logar, and no large gatherings exist anywhere in that district.

THE RETURN ROUTE OF THE TROOPS.

A part of General Hills' Division is at Zaidabad and the remainder at Zargun Shahr. Probably the 2nd and 3rd Division will return to India by the Khyber line route, and the 1st by Kurram, but no orders have as yet been issued regarding arrangements for the retirement. Opinion in camp gains ground daily that troops will commence the homeward march early in August, and arrangements are being made to clear out as soon as possible all surplus stores, &c. Ammunition and ordnance stores leave in large quantities daily.

SATISFACTORY NEGOCIATIONS WITH ABDUL RAHMAN.

Negociations with Abdul Rahman are progressing most satisfactorily. The tone of the Sirdar's letters to the authorities here is cordial and conciliatory, and evidences a desire to meet our wishes in every way.

Supplies are plentiful in the city just now, and are obtainable in large quantities in the district.

THE HELMUND ENGAGEMENT.

(FROMOURSOWN CORRESPONDENT.)

ALLAHABAD, JULY 21.

A message from Kabul states that on the morning of the 19th a *bhoosa* convoy was attacked near Sei Baba by Khairo Kheyl robbers, who wounded the drivers and stole all the animals. In the operations on the Helmund recently, the loss among the mutineers of Shere Ali's army, who were pursued and cut up by the British troops, was greater than was at first supposed. Forty-six bodies were found and buried by the villagers, among them a colonel of artillery and a captain in one of the Kabul regiments, in which most of the casualties took place. Part of the mutinous force marched westward, and on the 16th all the rest dispersed. It appears that all the flour and ghee collected by the Wali for the use of the British troops had been carried off before their arrival, so General Burrows, finding supplies scanty in the neighbourhood of Girishk, withdrew back across the river to a position in which he could command part of the river further north at which, it was thought possible, Ayub's force would attempt to cross.

MILITARY MOVEMENTS.

(FROM OUR OWN CORRESPONDENT.)

KURRACHEE, JULY 21.

The Head-Quarters of the 4th Rifles arrived at Kandahar on the 13th. Three companies of the 9th were taken safely across the break in the railway near Mittri, and have arrived at Sibi, The head-quarter wing of the 2nd Battalion 11th Regiment leaves Kurrachee for Nari Bank near the foot of the Bolan. A battery will also follow from Hydrabad under the command of Major Dewar.

Lieutenant Mackenzie, of the Transport Department, has arrived at Sibi from Larkhana to superintend the arrangements for providing troops. The Reserve Division is ordered to the front with transport.

Colonel Lindsay, Engineer-in-Chief of the Kandahar State Railway, is at Quetta.

Captain Carruthers, 16th Native Infantry, is ill with typhoid fever at Kutch, but is progressing favourably. Lieutenant O'Sullivan, R. E., is also suffering similarly.

THE KANDAHAR LINE.

The breaks caused by the floods on the Kandahar line are nearly repaired. The heat at Sibi is intense.

A RAILWAY FROM SIBI TO PIR CHOKEE.

Government has sanctioned the construction of a short length of railway from Sibi to Pir Chokee, a distance of 21 miles, with a pile bridge over the Nari River at Mittri. This does not look as if the Bolan route is to be given up.

THE BOLAN PASS ROAD.

Immediate arrangements are being made for the repair of the Bolan Pass road.

HEAVY RAIN ON THE HILLS.

There has been heavy rain on the hills and in the Narri Valley, which has rendered the road from Hurnai to Sibi impassable.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

APPOINTMENT OF GERMANS IN TURKEY.

LONDON, JULY 21.

In the House of Lords last night the Secretary of State for Foreign Affairs, in reply to a question, said that the German Government had not encouraged German officials to accept appointments under the Turkish Government. His Lordship also said that Germany had promised its cordial co-operation in the European concert.

AUSTRIA AND TURKEY.

VIENNA, JULY 20.

The Austrian Ambassador at Constantinople has been instructed to inform the Porte that the Austrian Government is determined to enforce the decisions of the Conference, and that the Treaty stipulations respecting Montenegro shall be executed in their entirety. He is also instructed to urge that a strict execution of the Berlin Treaty on both sides will be persevered in.

THE IRISH RELIEF BILL PASSED.

LONDON, JULY 21.

In the House of Commons last night the Irish Relief Bill was read a third time and passed.

OBITUARY.

LONDON, JULY 21.

Lord Dalhousie.

THE INCOMING MAIL.

ADEN, JULY 20.

The P. and O. S. S. Khiva, with the English Mails of the 9th inst., left here for Bombay at 7 o'clock this evening.

STEAMER MOVEMENTS.

ADEN, JULY 20.

THE B. I. S N. Company's steamer Dorunda, outward bound for Calcutta, Madras, and Colombo, left here this evening.

LONDON, JULY 20.

The Liverpool Cotton market closed firm. Surats steady.

The London Cotton market has been dull.

Fair Dhollera	4 15-16d.
The Manchester market has been firm.	
7 lbs. Shirtings.....	6s. 11d.
8¼ lbs. do.	7s. 3d.
40's Mule Twist	0s. 11d.
4 per cent. Rupee Paper.....	81¼
5 per cent. do.	87¼
3 per cent. Consols for account.....	99⅛
5 per cent. French Rente, 1872.....	120½
Bar Silver	52⅛
Arrivals.—Drum Duff and Munnythorpe.	

THE postage charged on inland parcels not exceeding 20 tolas in weight has been reduced from 8 annas to 4 annas. The new scale of rates will apply to inland parcels posted on or after the 15th August 1880.

COLONEL C. M. MACGREGOR, C.B., C.S.I., C.I.E., S.C., Deputy Adjutant General and Deputy Quartermaster General in Northern Afghanistan, has been appointed Chief of the Staff to Lieutenant-General Sir D. M. Stewart, K.C.B.

THE final report of the operations of the Naga Field Force has been submitted to the Governor General in Council, with the result that a resolution appears in the *Gazette of India* recording "approval of the conduct and result of these operations, which reflect credit on Brigadier General Nation and the officers and troops engaged."

SENHOR JOAQUIM MOURAO, President of the Municipal Chamber of Ilhas (Goa), has been created Baron of Ribandar.

HIS EXCELLENCY Senhor A. de Aguiar, who was the Portuguese Delegate in connection with the Anglo-Portuguse Treaty, has been appointed Minister for Portugal in London.

THE 8th Regiment N. I. will be stationed at Kurrachee instead of Hyderabad as previously ordered.

THE managers of the Ducal line of steamers treat passengers travelling by their ships, when they happen to come to grief, more liberally than other steamship owners have been known to do under such circumstances. The Calcutta agents of the line have received a telegram from the head office in London to the effect that instructions have been given that the passengers by the Duke of Lancaster should not only be forwarded to their destination, but provided with an outfit.

WE learn from a telegram to a Calcutta paper, dated June 16th, that the Thayetmyo correspondent of the *Rangoon Gazette* gives the following as the Burmese draft of the treaty, which they wish to negotiate:— Perpetual faiendship; appointments of resident at Mandalay, Rangoon or Bhamo, the power to appoint a Burmese Consul in London; Burmese residents to decide law suits between Burmese subjects in British territory and *vice versa*; crimes committed in either territory to be decided by that country's judges; extradition clause for murder, theft, and embezzlement; conspirators taking refuge in the British residency, Mandalay, to be delivered to the Burmese and *vice versa*; British subjects to be allowed to work mines other than of precious stones. A transit duty of one per cent.; duties on Burma opium and spirits 30 per cent., provisions five per cent.; paddy free, other goods ten per cent. The Burmese to have power to levy a tonnage duty from eight annas to one rupee, and to be allowed to import arms and ammunition and vessels of war. There are numerous promotions, generally of intelligent and progressive men, in Mandalay owing to the rebel defeat.

A SPECIAL Committee has been recently formed at Simla for the encouragement and improvement of native industrial art throughout India. The general object of the Committee is to encourage decorative industries which have a direct connection with native art handed down by long tradition; and encouragement seems all the more called for, as it has become universally felt that the style of much of the old native art has degenerated by the importation of foreign ornament and shapes. It is the desire of the Committee to hold a small annual exhibition at Simla, and to offer prize medals and certificates of honourable mention for certain specific classes of art industry; and at the exhibition to be held this year, medals are offered for the best specimens shown in the following classes:—(1) pottery made in the Punjab; (2) Benares brass-ware; (3) Bombay wood-carving; (4) brass and copper ware of Madura and Tanjore in Madras; (5) silver inlaid work of Burma; (6) Bidri-work of the Nizam's Dominions; prizes for other classes of objects will be offered in subsequent years, so that each exhibition may have a special interest and novelty of its own. The Native Industrial Art Exhibition of last year was held in connection with the Simla Fine Art Society's Exhibition of Pictures; and owing to the nature of the rooms rented by the society, the pictures and industrial objects were arranged together. This arrangement is not to be repeated this year. "Kennedy House" has been secured for the exhibition, and has a number of rooms more or less suited for exhibition purposes, so that the pictures and art industries may be in friendly proximity, although separate. The Committee has the Viceroy for Patron, Sir Robert Egerton Vice Patron, and the following members:—The Hon. Sir John Strachey, G.C.S.I., C.I.E.; the Hon. James Gibbs, C.S.I., President of the Committee of Management); the Hon. Charles Grant, C.S.; A. C. Lyall, Esq., C.S., C.B.; Major-General Napier Campbell, R.A.; Major Henderson, C.S.I.; and Captain Cole, R.E.

IT is stated in a letter from Tientsin, published in the St. Petersburg *Golos*, that the River Peiho is being fortified by the Chinese with Krupp guns, and that troops are hourly expected from Shanghai.

ON Speech Day at Harrow, before the distribution of prizes, Dr. Butler pointed out that two lads had secured eight of eleven prizes given, and both of them entered the school rather under twelve years of age.

THE Shah of Persia has entrusted to an Austrian gentleman, named Baron Weiss Teufenstein, the task of introducing improvements into the financial administration of Persia. Baron Weiss Teufenstein was recommended for this employment by the Austrian Government to whom the Shah had applied for the services of a gentleman with a knowledge of finance. Baron Teufenstein's engagement is for three years.

A PARIS newspaper, the *Patrie*, states that the French are preparing an expedition against Tonquin, the primary object of which is to drive away the rebels and pirates which infest the coast, and thus to secure communication with China by the Song Koi or Red River. The article goes on to say that it is not intended to effect immediately the actual conquest of Tonquin; but that it is proposed to "mediatize," as it were, the Annamite Government agents in the country with a view to placing it ultimately under the dominion of France.

No larger House than was made by the members present in the House of Commons up to midnight on July 1st, during the last stage of the discussion of the Bradlaugh affirmation question, has been known for several sessions. There were then in attendance at the House of Commons no fewer than 233 Conservatives, 321 Liberals, and 38 Home Rulers, making a House of over 600 members.

THE solitary condition of Cleopatra's Needle, so far away from all its old familiar associations, has excited the compassion of the Metropolitan Board of Works, who propose to give it some show of companionship in its exile by placing a couple of sphinxes at its base. A preliminary plaster cast has been made, which is an enlarged copy of a small sphinx in stone in the collection of the Duke of Northumberland at Alnwick Castle, supposed to be of the same period as the obelisk itself.

THE value of the bicycle as a means of personal transport has been well shown by a ride across Europe performed by Mr. Ivan Zmertych. He left London on the 7th or 8th of June and rode to Dover. From Ostend he started on the 10th, and, after a journey of 1,500 miles over bad roads in Belgium and good roads in Germany, he reached Pesth on the 30th. Thus he accomplished about eighty miles each day, in spite of some wet weather, and was lucky enough to escape mishap to himself or his bicycle.

A SHOCKING accident occurred on a Rifle range at Chorley, England, recently. Three volunteers were engaged practising, and one, named Joseph Mollineaux, had just fired his rifle and stepped a distance of about two yards in advance of a comrade, named Whittle, who was kneeling in firing position. Whittle put down his breech piece, when, by some unexplained means, the gun went off and the ball struck Mollineaux in the back, killing him instantly.

THERE is great activity at the present time in the Russian dockyards. Not only are a large number of ships being rapidly brought forward for commission, but gunboats of the most approved pattern are being laid down, and their construction pushed forward with all haste. Two gunboats, the Grasa (tempest) and the Burja (storm) are nearly finished, while two other boats of the same pattern, the Burun and the Tutja, have already left the slips, and are now lying at anchor completing for sea. The Europe, one of the cruisers lately purchased for the Russian navy, proceeded to sea on June 27, and will be shortly followed by the Rossia. In May there were altogether nine Russian men-of-war, with a total complement of 221 officers and 2,027 sailors, while the fleet assembling in the Pacific will muster twenty vessels.

RUSSIA just now is suffering under other plagues beside that of Nihilism. An official notice has been published of rinderpest having broken out in various districts of the empire—namely, in Bessarabia, in Volhynia, in Podolia, and in the Baltic provinces. Forty-three places are enumerated as being affected with it. The disease has reached the Zoological gardens at St. Petersburg and caused the death of two stags, one wild goat, and one lama. In addition to rinderpest and locusts a third enemy to the tiller of the soil has made its appearance in formidable numbers. In the government of Odessa swarms of insects (some kind of fly), ravaging the corn crops, have suddenly appeared and spread with great rapidity over six volosts or districts. The authorities have told off 14 companies of soldiers for the purpose of destroying them.

IT is satisfactory to see India and her interests coming more and more prominently before the home public, but members of Parliament might occasionally take the trouble to acquaint themselves more thoroughly with things as they really exist in this country before taking up the time of the House and endeavouring to create sensation by bringing forward imaginary grievances as pressing heavily on the poor Indian. For instance, if Mr. Thornton had informed himself as to the working of the law which permits magistrates to award whipping as a punishment to certain classes of petty offences in lieu of imprisonment, he would scarcely have started the House off asking to have laid on the table a return of the sentences "for which 2,000 of our Indian fellow subjects were punished with *whipping* in 1872." Lord Hartington had to explain that the punishment of whipping in India was not inflicted with anything like the cat-o'-nine-tails, but with a light cane. It was inflicted according to different regulations in different provinces; and, even when applied to adults, it was of a comparatively mild and light description.

A CURIOUS legal question of inheritance has arisen from the lamentable railway accident in Blumenberg, which resulted in the death of several passengers. Among its victims were two Breslau gentlemen, Messrs. Koschel and Callinich, who had been close friends for many years, and were so strongly attached to one another that, some months previous to the journey which proved fatal to both of them, they had executed a deed in virtue of which, on the decease of either, the survivor should become entitled to the whole property of the deceased. As both parties to this "Erbvertrag," or heritage agreement, perished in the accident above alluded to, their bodies having been found among the ruins of the second class carriage in which they had been travelling together, the questions arise, which, if either of them, died last, thereby becoming his friend's legal heir, and, assuming that their deaths took place simultaneously, what disposition can lawfully be made of their respective properties? The heirs-at-law to these gentlemen have applied to the Breslau Court of Equity for elucidation of this somewhat complicated problem, and the ultimate decision of that authority is awaited with curiosity and interest in Prussian legal circles.

WEATHER REPORTS.—JULY 21.

CANNANORE, 4-30 p.m.—Weather cloudy; wind S W. Fall of rain 56 cents.

CARWAR, 5 p. m.—Weather rainy; wind N. W. 4; thermometer 77·5; barometer 29·900. Fall of rain 3 inches 92 cents.

MANGALORE, 4-25 p.m.—Weather cloudy and rainy; wind N.N.W.; thermometer 76, 76·5; barometer 30·05, 29·966. Fall of rain 66 cents.

TUTICORIN, 3-20 p.m.—Weather fair; wind S. W.; thermometer 92; barometer 29·87.

VINGORLA, 5 p.m.—Weather rainy; wind S. W. light; thermometer 78. Fall of rain 2 inches 51 cents.

RAINFALL IN BOMBAY.

	Colaba.	Fort.	Esplanade.	Byculla.
	In. Cts.	In. Cts.	In. Cts.	In. Cts.
Previously registered...	37 86	39 85	33 23	36 40
July 20 Tuesday.....	0 3	.....	.....	.....
21 Wednesday	.....	0 55	0 20	0 75
Total.....	37 89	40 50	33 43	37 15
Total Fall, July 21, 1879...	24 55	29 15	30 16	30 16

NOTE.—The returns from the Fort and Byculla are made up to 6 p. m. and Esplanade up to 6 a. m. each day. The return from Colaba is up to midnight.

* No rainfall registered last year; registration commenced this year from June 23.

WE have been favoured with the following records of rainfall on the districts intersected by the B. B. and C. I. Railway, by Mr. Mathew:—

Date.	Panju.		Vaitarna.		Palghur.		Gholwad.		Bulsar.		Surat.	
	Ins.	Cts.	Ins.	Cts.	Ins.	Cts.	Ins.	Cts.	Ins.	Cts.	Ins.	Cts.
Previous...	40	63	44	4	48	97	32	38	41	62	16	38
July 15	0	24	0	30	0	27	0	47	2	10	1	80
16	0	5	0	5	0	17	0	20	0	82	0	10
17	0	4	0	0	0	6	0	9	2	38	0	0
18	0	33	0	15	0	5	0	3	0	25	0	0
Total.	41	29	44	54	49	52	33	17	47	17	18	28

THE following is the return of rainfall registered at Broach and Dabhoi up to 17th July:—

	Broach.		Dabhoi.	
	Inches.	Cents.	Inches	Cents.
Previously reported.....	16	66	10	26
12th July, 1880	1	95	0	59
13th ,, ...	4	67	1	35
14th ,, ...	8	39	5	59
15th ,, ...	0	10	0	90
16th ,, ...	0	6	0	0
17th ,, ...	0	11	0	39
Total.....	31	94	18	8

SIMLA, July 16.—The barometer has continued to rise all over India, the rise being especially great in Lower Bengal and Orissa, where the local depression noticed in yesterday's report has disappeared. Two inches of rain is reported from Cuttack, and a moderate fall from all stations in Bengal, excepting Purneah and Chapra-pore. In the North Western Provinces, Cawnpore reports 1-tenth, and Mussoorie 1 inch, the fall at other stations being insignificant. In the Punjab, Simla alone reports rain (3½ inches). In Rajputana and Central India, Ajmere has 1 inch, Deypore 1 inch, Goona 3½ inches, Rutlam nearly 2 inches. In the Central Provinces, Jubulpore 2 inches, Nagpore 2-tenths. In Bombay, Deesa 7-tenths, Rajkot 2-tenths, Ahmedabad 2½ inches, Satara ½ inch, Goa ½ inch, Sholapore 15 cents, Belgaum 4-tenths.—HENRY F. BLANFORD, Meteorological Reporter to Government of India.

BOMBAY.

TO-DAY.

Band, Bombay Volunteer Rifles, Apollo Bunder, this evening (weather permitting).

Portuguese Defamation Case, Police Court, 2-30 p. m.

Temple Bar, Concert 9 p. m.

VESSELS ARRIVED.—The following vessels arrived yesterday:—Œnone, from North Shields; Prince Lucien, Cardiff.

PRINCE'S DOCK.—The Hispania entered the dock yesterday.

FAIR.—The annual fair at Sonapoor takes place to-morrow (Friday) evening.

THE Dutch man-of-war Benkoolen from Rotterdam touched at Aden on her way to Batavia.

RAINFALL AT TULSI.—The total fall of rain at Tulsi up to 6 a.m., of Sunday, the 18th instant, was 47 inches and 23 cents. The height of water in the lake was 36 ft. 38 in.

BAGPIPES.—"Music" writes to us to suggest that the officer commanding the detachment of the 78th Highlanders at Colaba might gratify the music-loving public by allowing the two pipers belonging to the detachment to play at the Esplanade bandstand every Saturday evening.

DEFRAUDING THE B. B. AND C. I. RAILWAY COMPANY.—A Hindoo mendicant, named Ragoonath-Dajee Seyram-Dajee, was yesterday fined Rs. 7 by Mr. Dosabhoy Framjee for travelling in the B. B. and C. I. Railway mail train, without obtaining a ticket or paying the legal fare, from Ahmedabad to Bombay.

SUSPENSION OF PUBLIC WORKS AT GOA.—An order from the Minister in Lisbon has been received at Goa to suspend all public works for the present. With a different motive—which is said to be well founded—the construction, by raising a loan, of a steam launch of large dimensions, has also been abandoned.

SUICIDE.—A Coroner's inquest was held yesterday at Lower Mahim on view of the body of Kassee, woman, who committed suicide by drowning herself in a well in that locality. It appears the deceased had been missing from her home since last Monday morning, and that she had been subject to epileptic fits for some years past.

THE POONA CONVERSAZIONE.—On the 19th inst. the new Convent School just lately been erected at a cost of Rs. 11,000. Lady Fergusson, the Misses Fergusson, Mrs. Warre, Rev. Dr. Meurin, General Brice, Mr. and Mrs. Brice, Mrs. and Miss Ducat, Col., Mrs. and Miss Britten, Mrs. Hay and Dr. and Mrs. Sexton were present on the occasion. The young ladies of the school gave an admirable musical entertainment which was much enjoyed by the visitors.

BAND AT THE APOLLO BUNDER.—The following programme of music will be played by the band of the Bombay Volunteer Rifles at the Apollo Bunder this evening (weather permitting):—

March	Germania ..... Rahner.
Overture	The Barber of Seville ... Rossini.
Reminiscences of Ireland	Aird, by Goldfrey.
Waltz	Daheim ..... Gung'l.
Quadrille	Fest ..... Faust.
Galop	Charlotten ..... Bergen.

GOD SAVE THE QUEEN.

CONCERT AT TEMPLE BAR.—Programme of music to be played at the Temple Bar this evening at 9:—

March	Hoch Oesterreich ..... Strauss.
Overture	Orpheus ..... Offenbach.
Lied	Am Neckar, am Rhein ..... Abt.
Waltz	Bauernhochzeit ..... Koschat.
Potpourri	English Lieder ..... Leithold.
Quadrille	Bouffes Parisiens ..... Kremser.
Song Di Pinafore	Sullivan.
Waltz	Ton Blumen ..... Rosel.
Aria	Attilla ..... Verdi.
Galop	Erinnerung ..... Labitzky.

A BREACH OF THE ARMS ACT.—Yesterday a Sikh named Ahmed Mahomed, was charged, at the instance of Mr. Acting Superintendent Sweeny, before Mr. Nana Moroje with having a dagger in his possession without a licence contrary to the provisions of section 14 of the Indian Arms Act. The prisoner, it appears, on the day previous to a scuffle in the compound close to the building of the police station at the corner of the Bazar Gate Street may be stopped for at least a month to allow of the selection of another site for another such building.

Sir Frank Souter said that he wanted to do all he could for the convenience of the petitioners. He had asked Colonel Merriman to see if Colonel Smith site in the neighbourhood could be procured, but his reply was that the site had been reserved and was not available. That being the case, Mr. Munmohundas could not suggest any other suitable site, and a suitable site, Sir Frank thought, could only be somewhere near the site where the station was building. The site for a police station ought always to be selected with care, and it must be in a central position.

Mr. Dosabhoy Framjee suggested a site near the Gaiety Theatre.

Rao Saheb V. N. Mandlik said that as an earnest of their wishes, if he were one of the petitioners, he would have sent a cheque to the Town Council.

After some discussion, it was proposed by the Rao Saheb, seconded by Sir Frank Souter, and carried, That the Town Council decline to consider any application for delaying the completion of the new police station in Bazar Gate Street except upon condition of the petitioners' finding a new site to the satisfaction of the Police Commissioner, and upon the distinct understanding—of which they must give a guarantee to the satisfaction of the Commissioner—that they will pay all the costs of the removal of the station to a new site.

THE PROPOSED C. D. ACT.

Mr. Fazalbhoy Gangjee said that, having duly considered the facts and figures adduced by Dr. Weir at the last meeting in support of the proposed Act, he thought that they were indisputable, and therefore he should feel bound to withold his support to Mr. Dosabhoy's amendment. (Hear, hear.)

Rao Sahib V. N. Mandlik, in winding up the debate as the mover of the resolution, laid before the meeting a large number of medical and other opinions. The proposal was a most retrograde step in the history of India which had been, or could be, taken in Bombay or elsewhere. Though he was entirely to give his humble contribution after long experience upon the subject, he would only shelter himself under the ægis of English writers, because English literature was quite sufficient for his present purpose. He quoted the opinion of Mr. Massy, the Chairman of the Royal Commission appointed in 1871, the opinion of Professor Huxley and others. In reply to a remark by Dr. Cook, the Rao Saheb said he was prepared to give more than two hundred names of medical gentlemen, who were against the Act. Even taking the view that they should introduce the Act for the benefit of a profligate class, even taking that lower stand-point—the advantages of the Act were simply delusive. In accepting that view of the case, he only followed such a great man as Professor Amos, Professor of Jurisprudence, London University. Dr. Wright, Inspector General of India, had circulated a paper which showed that even medical testimony preponderated against the introduction of the Act. In conclusion, the Rao Saheb said that he looked upon those who went astray as objects of pity, and no more. It was not a necessary accompaniment of every phase of society. Looking at the general advancement of civilization, he thought the introduction of the Act was the most retrograde step that they could take. Its effects would be pernicious upon the rising generation. He trusted that the Press would not withhold its support from the heterogeneous community of Bombay, which was daily rising to a due sense of its political, moral, and social importance under the ægis of British power and British civilization. He trusted that they had arrived at the stage when they could help humanity without having such things on their records as voting the ratepayers' money for such a doubtful, if not a sinful, object.

On a division, Mr. Dosabhoy Framjee's amendment was lost; and the Rao Saheb's original proposition, not to contribute anything towards the working of the Act, was carried.

The voting stood as follows:—

MR. DOSABHOY'S AMENDMENT.

For	Against
Mr. Dosabhoy.	Mr. Mandlik.
Dr. Cook.	Mr. Sayani.
Sir Frank Souter.	Dr. Blaney.
Mr. Douglas.	Mr. Nowrojee.
Mr. F. C. Gangjee.	Mr. Muncherjee.
	Mr. Raghunath.

MR. MANDLIK'S PROPOSITION.

For	Against
Mr. Mandlik,	Mr. Dosabhoy.
Mr. Sayani.	Dr. Cook.
Dr. Blaney.	Sir Frank Souter.
Mr. Nowrojee.	Mr. Douglas.
Mr. Muncherjee.	
Mr. Raghunath.	

Mr. F. C. Gangjee abstained from voting against the proposition, as he said, under a misapprehension.

A MUCH NEEDED WORK.

Mr. Raghunath Narayen Khote has given notice of a motion at the next meeting, that he would ask the Municipal Commissioner to submit an estimate of the cost of a footpath with a dwarf side wall abutting the Queen's Road on the sea side from the B. B. and C. I. Railway crossing to the Sirri Road, the work to be immediately taken in hand, being requisite for the comfort and convenience of the public.

COURT OF SMALL CAUSES.—JULY 20.

(Before Rao Bahadoor GANPATRAO BHASKER.)

AN ALLEGED FALSE ATTACHMENT.

KESOORDAS GIGA V. KESOWJEE NARSEE.

MR. SORABJEE appeared for plaintiff, and Mr. Atmaram for defendant.

Defendant had obtained a decree against one Chatoorbhooj, and in execution thereof he had attached a druggist's shop belonging to him. Plaintiff alleged that Chatoorbhooj had made a *bond fide* sale to him of his property some days before the execution; and produced a bill of sale.

His Honour disallowed the claim on the ground that the sale was a colourable transaction.

COMMISSARIAT CLERKS AT RUMPA.—Out of twelve clerks sent up by the Local Commissariat Department to Rumpa for duty in connection with the Rumpa rebellion, the whole of them have returned to Madras suffering from fever or other ailments contracted in that place. Three of the clerks, all natives, have since died.—*Madras Times.*

THE TRAFFIC ON THE B. B. & C. I. RAILWAY.—The increase in weight in goods traffic on the B. B. and C. I Railway for the week ending 10th July, 1880, was 60,872 maunds, and in money Rs. 27,939. The quantities carried and earnings compared with 1879 are as follows:—

Description.	Week ending 10th July, 1880.		Week ending 11th July, 1879.		Increase.		Decrease.	
COTTON—								
Weight	Mds	2,136	Mds	133	Mds	2,003	...	
Amount.....	Rs.	1,122	Rs.	68	Rs.	1,054	...	
GRAIN—								
Weight	Mds	27,641	Mds	34,176			Mds	6,535
Amount.....	Rs.	6,878	Rs.	8,565	..		Rs.	1,692
JAGREE—								
Weight	Mds	877	Mds.	976	...		Mds	99
Amount.....	Rs.	816	Rs.	115	Rs.	197	..	
OPIUM—								
Weight	Mds	392	Mds	388	Mds	4	..	
Amount	Rs.	991	Rs.	980	Rs.	11	..	
P. GOODS AND TWIST—								
Weight	Mds	3,780	Mds	2,464	Mds	1,242	..	
Amount.....	Rs.	3,256	Rs.	2,056	Rs.	1,156	..	
SALT—								
Weight	Mds	61,020	Mds	24,133		36,887	..	
Amount.....	Rs.	20,662	Rs.	5,647	Mds	15,015	..	
SEEDS—								
Weight	Mds	6,913	Mds	2,016	Mds	4,897	..	
Amount.....	Rs.	2,721	Rs.	477	Rs.	2,243	..	
SUGAR—								
Weight	Mds	1,256	Mds	1,907	..		Mds	651
Amount.....	Rs.	649	Rs.	933	..		Rs.	286
MOWRA—								
Weight	...		...		..		..	
Amount.....	...		...		..		..	
TOBACCO—								
Weight	...		...		..		..	
Amount.....	...		...		..		..	
TIMBER—								
Weight	Mds	3,393	Mds	1,320	Mds	2,073	..	
Amount	Rs.	1,193	Rs.	565	Rs.	628	..	
STATE RAILWAY MATERIALS—								
Weight	Mds	14,244	Mds	1,092	Mds	13,152	..	
Amount.....	Rs.	9,255	Rs.	836	Rs.	8,419	..	
GENERAL GOODS—								
Weight	Mds	36,307	Mds	29,908	Mds	7,899	..	
Amount.....	Rs.	13,466	Rs.	9,376	Rs.	4,090	..	
TOTAL—								
Weight	Mds	1,57,905	Mds	97,532	Mds	60,372	..	
Amount.....	Rs.	60,453	Rs.	32,514	Rs.	27,939	..	

BOMBAY TOWN COUNCIL.

AT the weekly meeting of the Council held on Tuesday last, there were present—Dr. T. Blaney, chairman; Sir Frank Souter, Kt., C. S. I., Dr. Cook, Mr. Douglas, Rao Saheb V. N. Mandlik, C. S. I., Messrs. Dosabhoy Framjee, C. S. I., Muncherjee N. Banajee, Raghunath N. Khote, F. C. Gangjee, R. M. Sayani, and Nowrojee Furdoonjee. Dr. Weir, acting Municipal Commissioner, Mr. Barrow, the secretary, and the heads of departments were also present.

A SCANDALOUS LETTER.

The Chairman said that he had received an anonymous nondescript letter of the most scandalous kind.

Mr. Sayani suggested that no notice ought to be taken of it, and it must be consigned to the waste paper basket.

Dr. Cook and other members agreed with this view of Mr. Sayani; and it was carried into effect.

THE TULSI WATER WORKS.

The last resolution of the Corporation on the subject was placed before the Council.

The Chairman said that, as soon as they had completed the reservoir works, Mr. Braham would give an extra staff for preventing waste in the city. In regard to a leading article in Monday's *Times of India* upon this subject, the Chairman remarked that it was misleading, inasmuch as it said that the Town Council had failed to carry out the proposals of Mr. Walton, laid some months ago before the Council. The *Times of India* said—"Many months ago Mr. Walton, the Executive Engineer, presented a long report presented to the Town Council, the high rate of consumption, and urged the necessity of measures being taken for the prevention of waste and for the curtailment of the supply to its proper limits. The system he then advocated involved the expenditure of money, and the Council declined to carry out Mr. Walton's proposals. The wasteful consumption was allowed to go on, almost unchecked," &c. The Chairman said that the Council never did anything of the kind. On the contrary, at a meeting of the Council held on the 7th October 1879, in accordance with a notice of motion, he (the Chairman) moved that the Municipal Commissioner be asked to submit to the Council a scheme for preventing the present excessive waste of the Tulsi water supply; and that Mr. Muncherjee Nowrojee Banajee seconded the motion, which was carried.

The Council resolved that the resolution of the Corporation should have their earliest attention.

BAZAR GATE STREET POLICE STATION.

The next subject was a letter, dated 12th inst., from Messrs. Munmohundas Davidas and others requesting that the building of the new police station at the corner of the Bazar Gate Street may be stopped for at least a month to allow of the selection of another site for another such building.

THE TRAFFIC ON THE GREAT INDIAN PENINSULA RAILWAY.—The increase in weight in goods traffic on the G. I. P. Railway for the week ending 10th July, 1880, was 63,589 maunds, and in money Rs. 23,929. The quantities carried and the earnings compared with 1879 as follows:—

Description.	Week ending 10th July 1880.		Week ending 12th July 1879.		Increase.		Decrease.	
COTTON—								
Weight	Mds	28,992	Mds	16,577	Mds	12,415	...	
Amount.....	Rs.	26,244	Rs.	15,308	Rs.	10,936	...	
WHEAT—								
Weight	Mds	26,749	Mds	11,775	Mds	14,974	...	
Amount.....	Rs.	14,866	Rs.	7,645	Rs.	7,219	..	
OTHER FOOD-GRAIN—								
Weight	Mds	15,119	Mds	341	Mds	14,778	..	
Amount.....	Rs.	8,466	Rs.	151	Rs.	8,315	..	
S

destroyed. In this one sepoy of the 34th Native Infantry was killed by a spear and one sepoy of the 42nd Native Infantry was slightly wounded. The villags returned to its allegiance in a few days and has since given no trouble.

23. The Chief Political Officer had informed me that the Nagas of Konoma who were still in their forts above their old village were drawing large supplies from the village of "Poplongmai," in the Kutcha Naga country to the west of Konoma. As Captain Macgregor, deputy Assistant Quartermaster-General, had visited that part of the country in former years, I now sent him with 150 men of the 43rd and 44th Native Infantry to surprise and destroy Poplongmai. He marched from Suchema on the night of the 26th January and reached his destination the following morning. As soon as the enemy in the forts discovered this movement they pursued and overtook Captain Macgregor's rear guard on the morning of the 27th and attacked it, wounding four sepoys. On Captain Macgregor's entering the village, the inhabitants offered no opposition, and were apparently well disposed. He therefore encamped on the ground at 11 o'clock. Before nightfall, however, some Konoma Nagas occupied the village and so Captain Macgregor found it necessary to attack and capture it, which he accomplished successfully the next day with a loss of one sepoy killed. He now found himself unable to return to Suchema, all his Naga coolies having deserted. He therefore sent in letters asking for reinforcements, supplies, and coolies. Arrangements were at once made, and a detachment 43rd Native Infantry, under Lieutenant Barrett, was sent with supplies. Orders were also sent to Captain Macgregor to remain at Poplongmai, and from there to operate against other villages in the vicinity. But in the meantime he had succeeded in obtaining coolies and had started on his return march. He met my orders on the way, but too late for him to retrace his steps.

ANTICIPATED FUSION OF THE TWO BULGARIAS.

RUMOURS are coming in from Sofia of an approaching movement for the fusion of the two Bulgarias. It is stated that delegates from Bulgaria add East Roumelia have met, and have agreed to hold themselves in readiness for a signal ;that 16,000 rifles have been distributed, and that Bulgaria has lent East Roumelia £40,000. It is also asserted that Prince Alexander has declared the situation unendurable, and that either he must supersede Aleko Pasha, or Aleko Pasha must supersede him. All these stories, except that of the loan, lack confirmation ; but it is possible that should Greece be compelled to declare war to obtain her territories, Bulgaria may seize her opportunity. With Greece, Bulgaria, Eastern Roumelia, and Montenegro in the field, and Macedonia in insurrection the Porte would be hardly pressed, more especially if the Italian Volunteers began to swarm across the Adriatic. It is believed that fear of a combined movement of this kind has had its effect in inducing the Porte to hint that it may yet cede Jannina without fighting. It is quite possible that the Pashas, who are hopeless about Europe, may witness the union of the Principalities without resistance. They are confident that, united or separate, they can obtain no cash from them, and they want the revenue, which, according to the *Times* correspondent, is coming in pretty freely from Asia, for other purposes than army. They will be the more inclined to peace, because the Powers will not be inclined to see the Eastern Question reopened, in order to prevent an arrangement which has been inevitable from the first. The only thing to be regretted is that Bulgaria will not have a port on the Ægean, which would enable Great Britain to act as her protector against Russia.—*Spectator*.

INTERNATIONAL RIFLE MATCH.

THE International Rifle Match between American and Irish teams came off on June 29th at Dollymount, in the presence of a large number of spectators. The weather was fine, the sky being calm and clear, a condition which was favourable to the American riflemen. Their competitors would have preferred a cloudy day and a higher wind, to which they are most accustomed. Both parties were on the ground at 11 o'clock. The following members formed the American team :—Target 1—Colonel Clark, Dr. S. J. Scott, and Mr. H. Fisher ; target 2—Mr. R. Rathbone, Mr. W. Farrow, and Mr. Browne. The Irish team was composed of :—Target 5—Major Younge, Captain Fenton, and Mr. W. R. Joynt ; target 6—Mr. John Rigby, Mr. William Rigby, and Mr. K. Milner. The firing was at 800 yards, 900 yards, and 1,000 yards, each marksman 15 shots at each distance. Only four targets were in use, two for each team. The firing at the 800 yards range commenced at half-past 12 and concluded a little before 2 o'clock. The result was a tie, the total of the Irish and of the American scores being 436. The firing of the Irish was extremely good. Milner and Fenton for the Irish and Scott for the Americans made 75 apiece—an uninterrupted series of bulls'-eyes. Three was the lowest score, and not more than fivefthrees were scored. The shooting for the 900 yards commenced at 2 o'clock, and the score was—for the Americans, 436 ; for the Irish, 429. The advantage here again decided the contest, as the Irish did not recover their loss, though they made a distinguished score. The highest score was 74, obtained by Clark and Rathbone for the Americans and by Younge for the Irish. The Lord Lieutenant, the Lord Mayor, and and a number of other visitors arrived to witness the last competition at the 1,000 yards range, which resulted in a score of 421 for the Americans and 416 for the Irish. The highest score was 74, made by Scott, of the former team, and the highest for the Irish 72, by Fenton and Joynt.

THE NEW NERBUDDA BRIDGE.

In the House of Commons on June 28, Mr. Anderson asked the Secretary of State for India whether the report on Indian Railways for 1877 correctly stated the name of the firm who contracted for the railway bridge across the Nerbudda River ; whether that firm were not also contractors for the principal iron work of the Tay Bridge : and whether, under these circumstances, he had considered the desirability of providing that the Indian Government should institute an investigation into the quality and kind of iron used for the Nerbudda Bridge and also extend their inquiry to the Indus Bridge and other bridges built or being built on the Guaranteed and State Railways of India.

The Marquess of Hartington.—The name is correctly given. The contract for the iron work of the Nerbudda Bridge was made by the Bombay and Baroda Central Indian Railway Company in April, 1877, and, as the House is aware, the Tay Bridge disaster did not take place till the close of last year. The plans and specifications of the Nerbudda Bridge were prepared by Sir John Hawkshaw, and the whole process of supplying the iron work had been carefully watched and inspected on his direction. Upon the breaking down of the Tay Bridge theDirectors of the company gave special direction to Sir John Hawkshaw to be most particular in carrying out the specifications. No complaint has been received from India as to the quality of the iron. Special tests are applied both here and in India, and there can be no doubt that the engineers employed in designing and constructing bridges in India since the Tay Bridge disaster have been fully alive to the necessity of the most careful examination and the most conclusive tests being applied before the piers and girders are placed in position. I will, however, give directions that a special report shall be made on the Nerbudda Bridge before it is opened for traffic.

SIND, PUNJAUB, AND DELHI RAILWAY

THE general meeting of the shareholders in the Sind, Punjaub, and Delhi Railway was held on June 30 in the board-room at the offices, Gresham House, old Broadstreet, City. Mr. W. P. Andrew, chairman of the company, presided.

The chairman said he had never met the shareholders with greater pleasure than he did that day. The line, he was happy to say, formed an exception to most of the railways of India. Its traffic was increasing both in passengers and goods, and that in spite of the fact that the company had reduced its fares, thus showing that the company's system was constantly being more and more availed of by the population of the country. He was happy also to say that by means of its extensive system the line had been of the greatest service to the Government by carrying troops and warlike stores to the front. As affording some idea of the services rendered he would give them the number of troops and warlike stores carried to the front under Government warrants during the recent war in Afghanistan. They had booked no less than 336,420 troops and followers, 80,702 horses, ponies, and mules, 11,816 bullocks, 9,577 camels, 414 guns, artillery and engineers' carriages, 2,73,605 tons of commissariat, ordnance, and military stores, and 681,653 maunds of railway *material*. This required an estimated number of 1,500 trains, 525 of which were special troop, live stock and *materiel* trains. (Cheers.) That enormous amountof work had been done to protect the interest of England, and he was bound to say that no other line or system of railways in India was so fraught with political or strategic interest as this. (Cheers.) Originally there were three States which protected the frontier of England from Afghanistan. They were Scinde, Punjaub, and Cashmere, but in process of time England had absorbed those States ; but he was of opinion that it was time the advance of the standard of England should stop in that country, and that it should only act for purposes of defence of existing territory. He sincerely hoped that the war now raging would be brought to a speedy and honourable termination upon that basis, and a lasting peace be secured. The aim of the board had ever been to advance the traffic of the line, and to that end they had impressed upon the Government the absolute necessity of improving the harbour of Kurrachee. Something had been done in that direction, but much still remained to be accomplished. It was, however, gratifying that the Admiralty had ordered the transport ships to go to Kurrachee instead of Bombay. (Cheers.) Sir Richard Temple, the ex-governor of Bombay, was present, and he having so recently returned would address a few remarks to the meeting on the position and prospects of the line. He concluded by moving the adoption of thereport and accounts.

Mr. Edward Thornton, C.B., the deputy-chairman, briefly seconded the motion.

Sir Richard Temple said at the invitation of their chairman he would address a few words to the shareholders on the subject of the railway in which they were so much interested. As the chairman had remarked, that was not the first time of his meeting them, indeed it was the third occasion. The first occasion was in 1857, 22 years ago, and the second was when Sir Bartle Frere was present. Looking back on that period of 23 years he could not help being struck by the immense progress which the railway had made, and the important national interests to whose good it had contributed. In India also besides elsewhere, it had been his good fortune to be present on many occasions of considerable importance to the railway. In 1859, when Lord Lawrence turned the first sod at Lahore ; again in 1869, when the railway was opened from Delhi to Umballa, on which occasion the same Lord Lawrence was present as Viceroy ; in 1874, when that railway was the means of carrying tens of thousands of tons of food from the Punjaub for the famishing people of Behar ; in 1875 to 1876, when the railway carried vast numbers of passengers during the time of the Prince of Wales's visit to India ; in 1877 on the occasion of the Imperial assemblage at Delhi, when their railway carried all the native chiefs and their retinues from the Punjaub to the assemblage at Delhi ; in 1878, when their railway began to carry all the troops, stores, and material of war, of which some statistics had just been given by their chairman, from the Bengal side towards the Affghan frontier, and also began to carry troops from the Bombay side towards Southern Affghanistan, and not only troops but a large portion of the carts and bullocks which furnished transport for the army operating against Kandahar, and, lastly, the railway stores, the rails, the sleepers, the fastenings, and the like for the new railway from the Indus towards Kandahar. That list represented a long series of administrative achievements completed by that railway. His friend the deputy chairman had suggested to him that he should endeavour to point out any defects which occurred to his mind as existing during his somewhat lengthened experience of their railway, but he really had no defects to point out. The sum of his observations had chiefly consisted in his experience of the merits and excellencies of the management. There had been no doubt considerable difficulty and anxiety in respect to the bridging of the Sutlej and Beas, but those difficulties had been, after many repairs and reconstruction, successfully surmounted. They must not suppose that because those bridges had been so frequently broken through by the force of the rivers that there was any inexcusable fault in the original designs of those great undertakings. The fact was that the rivers had to be crossed at a short distance from the base of the Himalayas, in which the collection of drainage in the rainy season was so great that it produced an enormous volume of water in those Punjaub rivers, the force of which could only be understood after long experience, and the extraordinary extent to which the power of that water was transmitted could only be believed by those who had seen its destructive effects. (Hear, hear.) There had been what had been called blocks in the military and other traffic during the late war, and there had been great complaints. The answer, however, were not the only one responsible for that block ; the State railway, which had to carry some of the traffic, was quite as much responsible for the block as the officers of this railway. As regarded blocks, he believed their railway was no exception to the rule which effected all railways in India, and that was that the rolling stock was kept on too low a scale during the time of peace to be sufficient in times of emergency. He had pressed that point on the attention of the supreme authority. Those who were connected with railways knew that in times of emergency they never had enough engines. The waggons were things that could, to a certain extent, be improvised and made in addition to but engines could not. The component parts could be put together there, but the parts themselves had to be made in this country, and as the gauge in India was different to that of England, orders had to be so given that no new engine could be made in this country in less than six months. Before proceeding from the Punjab to the Scinde line he would allude to the extension of the railway from Lahore to Peshawur, and those interested in that subject would be glad that the line was being made on the broad gauge. The extension had been carried as far as Jhelum for some time past, and during the autumn the blocks of traffic which occurred at Lahore had been transferred to Jhelum, and the consequence of those blocks at Jhelum had been that the Government had determined to push on with the railway from Jhelum to the Indus, and had made arrangements for bridging the Indus near Attock, a point nearly opposite Peshawur. If the arrangements made last winter by the Indian Government should be fully carried out he had no doubt that they would have railway extension to the Indus and across it, and he need not say what an immense difference that would make to the prospects of the shareholders in that company. He would point out what a vast service this railway had rendered to the Punjab by carrying its grain and cereals from the upper basins of the five rivers down to the mouth of the Indus at Kurrachee. That was from the very first predicted by Mr. Andrew, Sir J. Lawrence, and other Punjab authorities, that it would be a source of great traffic to the company. Adverting to the Indus Valley, he said they would recollect thatthere was at present a gap between the two pieces of their line, the main in the Punjaub and the lesser in Scinde, and that gap was filled temporarily—and only temporarily he hoped—by the Indus Valley State Railway, but the management of which, he trusted, would soon be in the hands of the company. It was a question of time, and, he hoped, a short time only. With reference to the line from Sukkur to the Indus, many people thought that it should have been carried along the left bank of the Indus towards Hyderabad, but the Indus Valley State line, in which they were interested, went along the right bank of the river. Although exposed to the danger of floods it was protected by banks, and it was not wrong to carry the railway along the right bank, for this reason—they must have railway communication on the right bank of the Indus with the country towards Afghanistan, and they must also, sooner or later, have a railway across the Indus past Sukkur, because a railway in that position would have great political and commercial worth. That brought him to the last geographical point in their line, which was Kurrachee. If Kurrachee only had a first-rate harbour, like Bombay or Calcutta, it would become one of the greatest ports in all Asia, for it was the port for the communication—military, political, and commercial—between England and Upper India, and India and the Afghan frontier, but in consequence of the smallness of its harbour it was comparatively unfrequented as regarded large ships. The further improvement of the harbour of Kurrachee would be of immense importance to their line. Of the railway under construction he had no doubt that as far as Pishin it would be open in a year or two. From Pishin on towards Kandahar the extension was designed before he left India, but whether it would be constructed from Pishin to Kandahar he did not know. If it was, however, he would affirm that there would be a great deal of traffic over it. The value of the traffic statistically was small compared with its immense value politically and its influence over the course of civilisation in Southern Afghanistan ; and those who contributed to the development of that traffic assisted, not only commercial development of that part of Asia, but also did something towards the extension of our influence politically. Those were the main points he felt called upon to allude to, and, having mentioned in terms of eulogy the names of various gentlemen who had been and were still connected with the railway, he concluded by saying that they owed most of the railway's prosperity to the exertions of their excellent chairman, who had devoted his life to the interests of their company. (Cheers.)

The chairman, before putting the resolution, desired to convey the thanks of the meeting to Sir Richard Temple for his remarks and the very interesting information he had afforded to the meeting, and at the same time they might congratulate themselves upon the fact that Sir Richard Temple's interest in the prosperity of the line seemed to have increased rather than diminished. (Hear, hear.) At the same time, he would observe that Mr. Ross, the traffic manager, was present that day, and he would commit another irregularity by calling upon that gentleman to offer some remarks as to the probable growth of the normal traffic on the line, irrespective of the carriage of troops and warlike stores.

Mr. Ross said that, successful as the railway had been in a commercial, political and military point of view, still they were in their infancy, and only a beginning had been made in developing the resources of the territories and provinces served by the company's system. There was a vast field for the enterprise of the railway, which was at yet wholly undeveloped.

The report was adopted and the retiring directors and auditors unanimously re-elected.

The proceedings closed with a unanimous vote of thanks to the chairman.

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